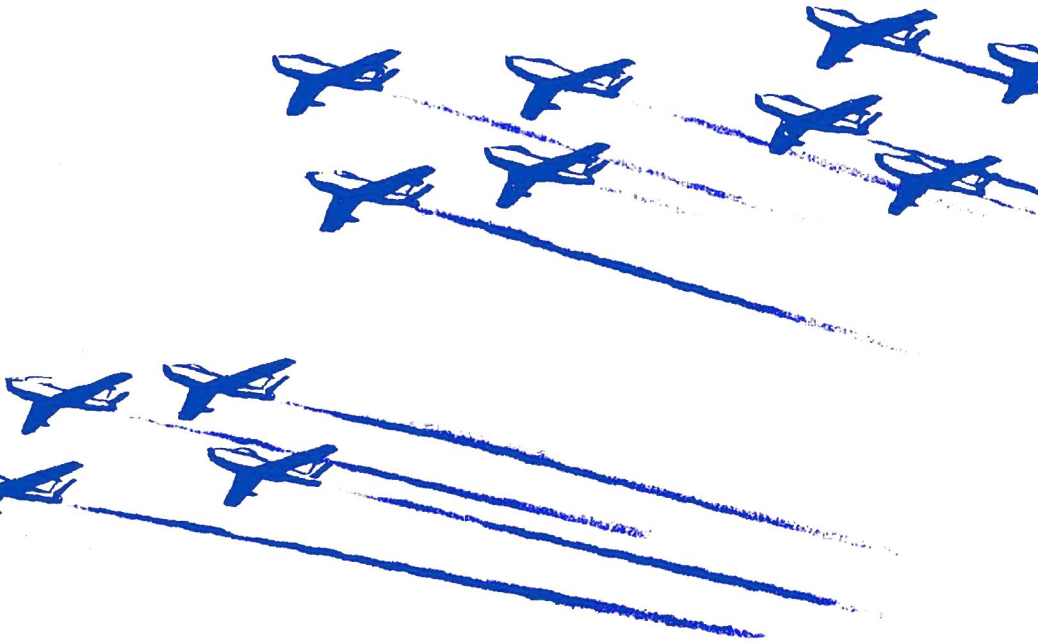

RCAF

OFF TO CANADA

A Handbook for NATO Aircrew Students in Canada

. . . the Parties, separately and jointly, by means of continuous and effective self-help and mutual aid, will maintain and develop their individual and collective capacity to resist armed attack.

The North Atlantic Treaty, Article 3

OFF TO CANADA

A HANDBOOK FOR NATO AIRCREW STUDENTS IN CANADA

Prepared for the ROYAL CANADIAN AIR FORCE
by the BUREAU OF CURRENT AFFAIRS

Department of National Defence, Ottawa, Canada, 1955.

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ROYAL CANADIAN AIR FORCE
ROYAL CANADIAN AIR FORCE

Welcome to Canada

I should like to welcome you to Canada both as an individual and as a representative of your homeland with which we are allied in the defence of freedom against those who would destroy it.

Canada has played an active and energetic part in the establishment and development of the North Atlantic Treaty Organization. The objective of that alliance of 15 nations (including yours) is for no less a purpose than to insure our survival as free peoples against Communist aggression.

One of Canada's contributions to that end has been the organization set up by our Royal Canadian Air Force to train, here in Canada, young allied airmen from Europe. We welcome the opportunity to do this and we welcome you as a student selected by your country to come here for training.

This booklet has been prepared to give you some idea of Canada, the country, its people and their customs as well as to provide you with a summary of the air training program in which you will participate while in Canada. We hope you will find this handbook informative and helpful.

We trust you will enjoy your stay in Canada and that you will like our country and its people. We hope that your time spent here will contribute to deeper mutual understanding and ever closer co-operation between our respective countries and that you will leave us with none but the kindliest memories. We shall endeavour to do our part. We know you will do yours.

I hope that you will, as a result of your stay in Canada, become another link in the bond binding the NATO alliance ever closer and that your experience here will contribute to a deeper mutual understanding between us.

I wish you individually every success in your course and a useful and happy future upon your return to your own land.

Ralph Campney

Minister of National Defence

Welcome to the RCAF

I am sure you feel proud that you have been selected for air training in the defence of your country. Canada is happy that it has been given the job of providing pilot and navigation training for some 1,200 students annually from the NATO Air Forces.

Soon you will be leaving home and travelling westward across the Atlantic Ocean to Canada. Many questions will cross your mind. Canada—what is it really like? Will you find the people friendly? Just where will you train in Canada? Will you fly jets?

This booklet has therefore been written to answer your many questions and help you understand Canadian ways. In the course of your training you will live and train with representatives from many NATO countries, including Canadians. You will make many friends and together discover a sense of common purpose.

The wings that appear on the cover of this booklet will be awarded to you upon the successful completion of your training. Having reached a high standard of air proficiency you will be a credit to your country and ready to shoulder your responsibility in our mutual defence.

I sincerely hope that you will fulfil your flying ambitions and enjoy your stay in our country. On behalf of all the officers and men of the Royal Canadian Air Force I extend to you a warm welcome and the hand of friendship.

Air Marshal
Chief of the Air Staff
Royal Canadian Air Force

Before Leaving for Canada

1 YOU HAVE BEEN SELECTED for aircrew training in Canada as a pilot navigator. Perhaps you have only a few short days before your departure for this tour of duty.

Personal Clothing and Equipment

2 What to bring with you in the way of clothing and equipment is possibly uppermost in your mind. Is Canada the land of perpetual ice and snow it is often said to be? The answer is no. You will require summer or tropical clothing approximately 4½ months of the year (early May to mid-September). In the depths of winter (early December to early March) you should be prepared for low and often severe temperatures. At other times of the year a woollen uniform should suffice, perhaps with a light raincoat.

3 It is important to note that on most RCAF stations civilian clothing is permitted after duty each evening and on week-ends. It is recommended you bring both winter and summer civilian clothing.

4 Should you travel to North America by air, with heavier baggage following by sea, you would be well advised to pack your air baggage for the season you will meet on arrival. If you are going to arrive May to August you should pack summer weight clothing, September to April, winter weight.

For Winter Wear Blue Wool Barathea

Overcoat Worn Over Blue Barathea

For Summer Wear Tropical Worsted

WINTER AND SUMMER UNIFORMS

5 For your convenience a check list of RCAF items of personal clothing and equipment, considered to be required for service in Canada, is given in *Appendix A*. One word of caution. Electrical appliances can be purchased in Canada but should you desire to bring any electrical appliance, such as a razor, it would be well to bear in mind that electric power throughout Canada is 110 volts, 60 cycle. Your 220-volt equipment will not work on this system without a transformer.

Customs and Immigration

6 Upon your arrival at a North American port, you will be met by RCAF personnel who will assist you in clearing through Customs and Immigration as well as arrange your accommodation (if a stop-over is necessary), and meals and onward transportation.

7 The following general provisions of Canadian customs regulations apply to travellers' baggage. *Wearing apparel, articles of personal adornment, toilet articles and similar personal effects of persons arriving in Canada may be passed free, without entry at Customs as travellers' baggage, under the provisions of the Customs Tariff, but this provision shall include only such articles as actually accompany and are in the use of and are necessary and appropriate for the immediate purpose of the journey and present comfort and convenience, and shall not be held to apply to merchandise or articles intended for other persons or for sale.*

You must go through Customs on arrival

8 Later on you may wish to visit the United States. Under the provisions of the Customs Tariff you may bring back to Canada up to $100.00 worth of articles for your personal or household use every four months, providing your stay in the United States is not less than 48 hours. Special regulations apply to alcoholic beverages, cigarettes and tobaccos.

9 You should have in your possession a passport valid for a few months longer than your tour of duty in Canada. It should be carried on your person and not packed in your baggage. Within Canada a passport is not required for travel from province to province. It will be to your advantage to have your passport with you if you intend

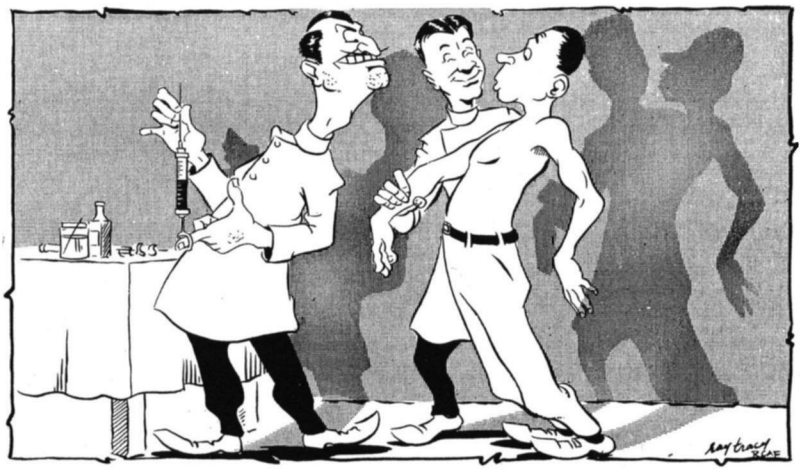
to visit the U.S.A. If you do not have your passport in your possession you should carry with you your DND 12, Armed Forces Movement Order.

10 You will be required to comply with Canadian immigration regulations, and with United States immigration regulations should you proceed to Canada via a U.S.A. port. Your own Air Force can obtain all the pertinent information for you from the Canadian embassy or consulate located in the capital city of your country. For personnel proceeding to Canada via the U.S.A. additional information should be obtained from the U.S.A. diplomatic or consular office in your nation's capital.

Medical and Dental Requirements

11 On arrival in Canada you must have in your possession a statement of physical and dental fitness from your own service medical authorities. Before embarkation you must obtain a certificate that you have been vaccinated successfully against smallpox during the preceding three years. Personnel travelling via the U.S.A. should enquire from the U.S.A. diplomatic or consular office in their country about any immunization required.

12 It is desirable, although not obligatory, that you also be immunized against typhoid fever, paratyphoid A and B, tetanus and diphtheria, where the Schick test is positive, before embarkation for Canada. Once in Canada you will be entitled to full medical and dental benefits of the RCAF.



You will be extended full medical benefits of the RCAF

Dependents

13 Students who wish to bring their dependents will be obliged to do so at their own expense. Rations, living quarters and travelling allowances will not be provided for dependents by the RCAF. Civilian or private accommodation, which is very limited, is usually a considerable distance from the unit. Accordingly, if a student intends to bring his dependents, arrangements for their living accommodation should be made before the dependents leave for Canada. In accordance with the policy of the RCAF, personnel under training are required to live in quarters on the unit and they are unable to live, other than on week-ends, with any dependents who may accompany them.

Your Canadian Mail Address

14 Before leaving your country you would no doubt like to inform your family and friends of your new address in Canada. You should indicate to them that mail addressed as follows should reach you promptly:

(*Service No.*) (*Rank*) (*Name and Initials*)

NATO Aircrew Student,
RCAF Station London,
Crumlin, Ontario,
CANADA.

15 As you complete phases of your training and are posted to other training stations you will be advised of your new mailing address. Any mail for you received at an RCAF Station after your departure from that station will be forwarded to you with a minimum of delay.

En Route to Canada

16 AT LAST, THE GREAT DAY HAS COME. You are en route to Canada for a training tour as a pilot or navigator. What does the future hold?

Things May Be Different

17 This may be your first experience in a new country. You undoubtedly will meet many people of different NATO nations. Their speech, customs and actions may

Toronto

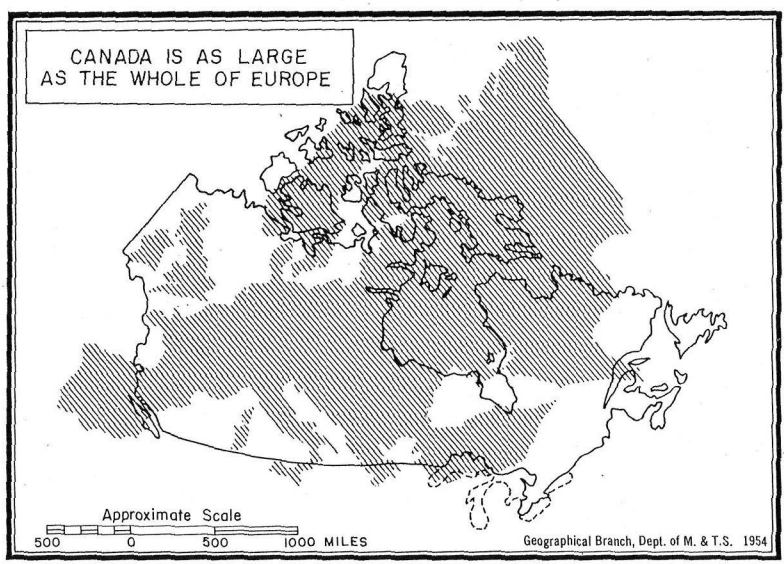
be quite unfamiliar to you—they will be different. People are the product of their heredity and environment, factors which vary considerably throughout the world. Removed from their home situations and grouped together in close association, people are bound to make their differences apparent.

18 It is important to remember that individuals, as nations, cannot be evaluated as *good* or *bad*, *right* or *wrong* simply because they are different. You are about to enter an experiment in international living. Learn what you can about Canada and other countries. Canadians, in turn, are anxious for you to tell them about your country. Some day they may be posted for a tour of duty there under NATO Command.

19 You will be ambassadors of goodwill and friendship from your country to Canada. You represent a NATO Air Force—show it off to its best advantage. Be receptive to new customs and ideas, because understanding comes with knowledge, and friendship comes with understanding.

Canada, A Large Country

20 In your schooling you have probably learned someting about Canada. Yet it is perhaps difficult for you to realize that Canada, the second largest country in the world, with an area of 3,845,774 sq. miles, is about the same size as the whole of Europe. Stretching 4,000 miles



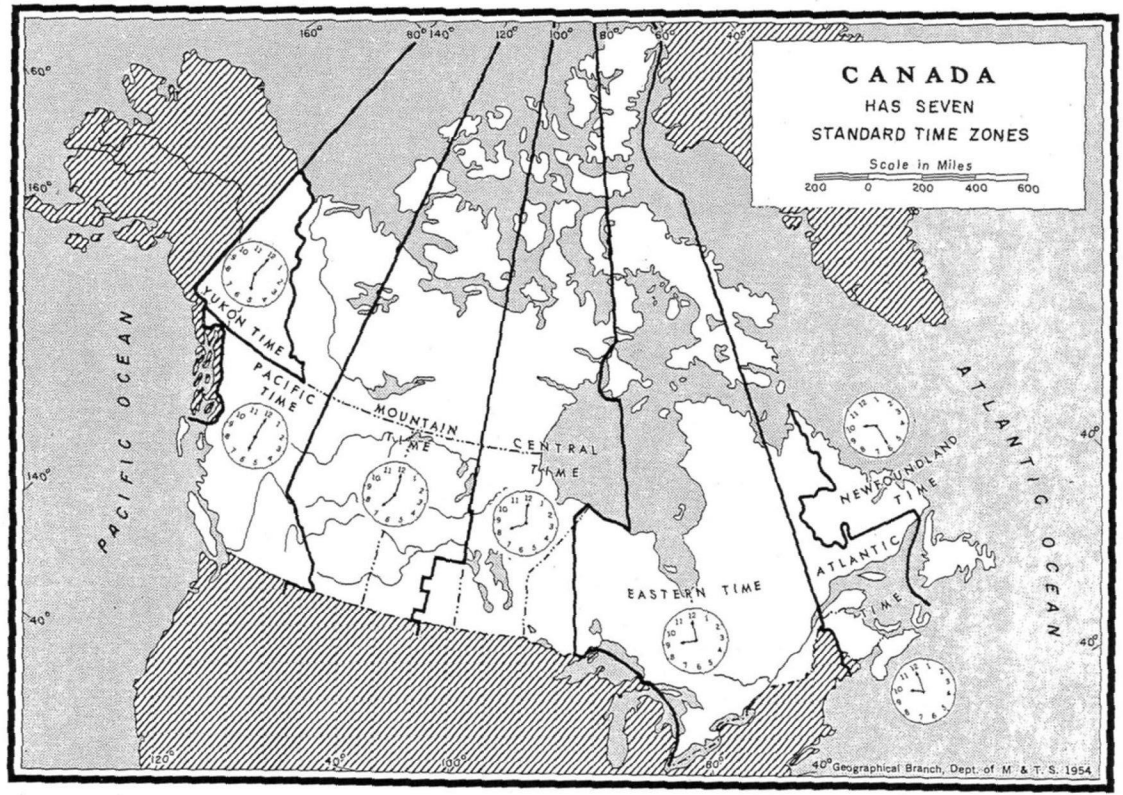
from east to west and 2,800 miles from its southern to northern tips of land, vast areas remain unoccupied.[1]

21 The country's 15¼ million people are found mainly in a 200-mile-wide band across the southern border adjacent to the U.S.A. Within this settled band the most populous region lies along the lower Great Lakes and the upper St. Lawrence River.

22 If you were to take a train at Halifax on the Atlantic Coast and travel westward to Vancouver on the Pacific Coast it would take four days and five nights constant travelling; you would live on the train for nearly a week. Distances will become apparent to you as you travel from the coast to your first station near the Great Lakes. They will become even more apparent if at a later date you are posted to a training station somewhere in Western Canada.

23 Canada is so wide there are seven different Time Zones within its boundaries with a difference of 5½ hours between Newfoundland Time and Yukon Time. These times are called *Standard Time*. Most of the large communities in Canada advance their clocks one hour in summer (May to September). This is called *Daylight Saving Time*. It is important to note railroads operate on Standard Time throughout the year, whereas airlines and bus lines operate on local time (Standard or Daylight Saving Time depending upon the community).

[1] See Appendix "B"


CANADA
HAS SEVEN
STANDARD TIME ZONES
Scale in Miles
200 0 200 400 600
PACIFIC OCEAN
ATLANTIC OCEAN
YUKON TIME
PACIFIC TIME
MOUNTAIN TIME
CENTRAL TIME
EASTERN TIME
NEWFOUNDLAND TIME
ATLANTIC TIME
160°
140°
120°
100°
80°
60°
40°
Geographical Branch, Dept. of M. & T. S. 1954

24 With the exception of the Armed Forces, Canadians use the 12-hr. clock rather than the 24-hr. clock. This will be of particular interest to you when travelling as all railway, airline and bus line schedules show departure and arrival times as *a.m.* (before midday) and *p.m.* (after midday).

Canada, A New Country

25 Most European countries have a relatively long history. Canadian history is short by comparison being measured only in terms of a few hundred years. The Norsemen, in search of fish, discovered *Vineland* some 500 years before Christopher Columbus' voyages but did not settle due to the hostility of the Indians. Centuries later, with the improvement of navigation instruments, other European explorers sailed across the Atlantic in search of the Northwest Passage to The Orient.

26 Just as Columbus, in the service of Spain, explored the Caribbean in 1492, John Fernandez Lavrador, a Portuguese navigator, plied the coastal waters of what is now the Danish island of Greenland, North America's largest island.

27 This led to the voyages in 1497 of John Cabot, a Venetian sailor in the employ of England. He returned to describe the fishing resources of Canada's east coast and thus gave added economic stimulus to the explorations of North America.

28 Forty years later, Jacques Cartier of France penetrated the mouth of the St. Lawrence. He was followed by a host of explorers and settlers exploiting the fur, fish and timber of the new land.

29 In spite of difficulties with the native Indians who inhabited the continent both French and English settlements in America became flourishing colonies, later pitted against one another like their European homelands. The British forces (in Canada) defeated the French on the Plains of Abraham outside Quebec City in 1759, and the French colony was ceded to Great Britain by the Treaty of Paris in 1763. However, the Quebec Act of 1774 took full cognizance of the differences of British and French backgrounds and provided for the development of a colony of dual culture.

30 The number of English-speaking settlers swelled within the influx of the United Empire Loyalists who refused to accept the American Revolution and wished to maintain their allegiance to England. They settled mainly in the Maritimes and near the lower Great Lakes and upper St. Lawrence.

31 The colonies flourished as Upper Canada and Lower Canada and the Maritimes, despite a period of war and popular revolution. In 1840 Upper and Lower Canada united. From there it was a brief step to Confederation in 1867, when Upper and Lower Canada united with Maritime settlements to form a federal government. Newfoundland, Prince Edward Island and British Colum-

bia remained aloof. Rupert's Land and the Northwest Territories remained under the control of the Hudson's Bay Company.

32 Subsequent population increases, due largely to the arrival of European immigrants, saw the frontiers pushed ever westward. The Indian was outnumbered and western areas became provinces within the new federation and Canada was linked from east to west by rail.

33 By 1949, the dream of the Fathers of Confederation was realized—a union of British North America from Newfoundland to British Columbia.

34 Canada now has ten provinces responsible for their own affairs grouped in popular regions as:

The Maritimes: Newfoundland, Prince Edward Island, Nova Scotia and New Brunswick.

Central Canada: Ontario and Quebec.

The Prairies: Manitoba, Saskatchewan and Alberta.

The West Coast: British Columbia.

It also has two territories, the Yukon and Northwest Territories known popularly as *The North,* and governed by an appointed commissioner.

35 The federal government deals with all matters affecting the nation as a whole. Canada is today a self-governing nation making its own foreign policy decisions, maintaining its own armed forces and raising taxes for its own use.

36 Today, Canadian attention is focused on the development of the North. Gradually the frontiers are receding as communication lines link new developments with the settled areas of southern Canada. The current development of the country's resources is history in the making. Thus in the course of three and a half centuries Canada has changed from an outlying European colony to a flourishing, independent nation, shouldering its responsibilities in the councils of the world.

Your Arrival

37 UP TO THE TIME OF YOUR ARRIVAL at a North American port you are travelling entirely under arrangements made by your own Air Force. You may arrive by sea or air at any one of a number of Canadian ports such as Halifax, Saint John, Quebec or Montreal. You may possibly arrive in North America via New York City, USA. Each of these cities, founded by European settlers in North America, stands as a monument to the spirit of freedom, adventure and enterprise which characterizes both founders and their descendants. A brief account of these cities is given in the following paragraphs. Population figures indicated are approximate metropolitan area totals.

Ports of Arrival

38 HALIFAX (134,000), the 200-year-old capital of Nova Scotia, is Canada's most important ice-free Atlantic

Halifax Harbour

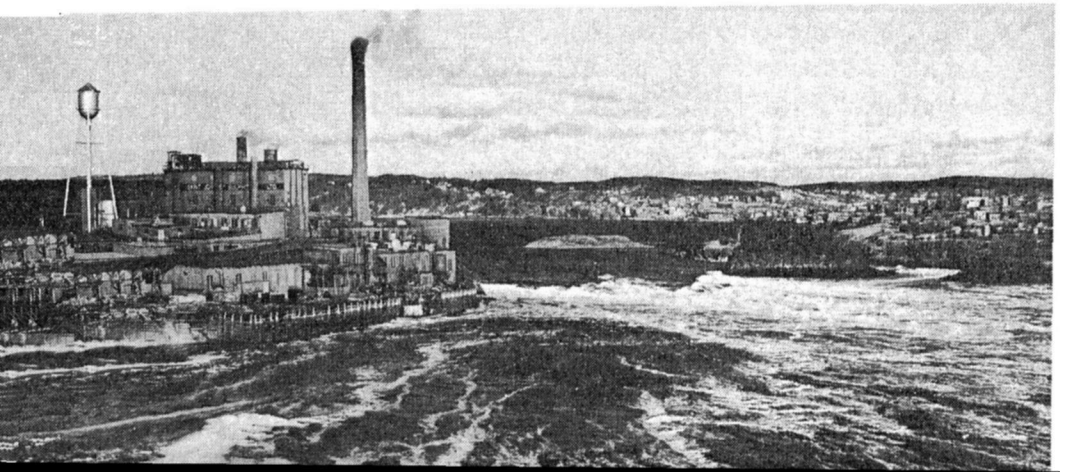
port and chief winter terminus for trans-Atlantic shipping. Founded in 1749, and given the name of its founder, it grew to become one of Britain's chief defensive positions in North America. From this natural harbour troops have been despatched for service in the Seven Years' War, the American Revolution, the War of 1812, (Napoleonic War), the Boer War and the First and Second World Wars. During the First World War over 2½ square miles of Halifax were destroyed as a result of the explosion of a munitions ship in the harbour. Allied ships sailed forth from its waters in convoy service across the Atlantic in two wars. Today, Halifax is important as a transhipment terminal, fish processing and ship-building centre.

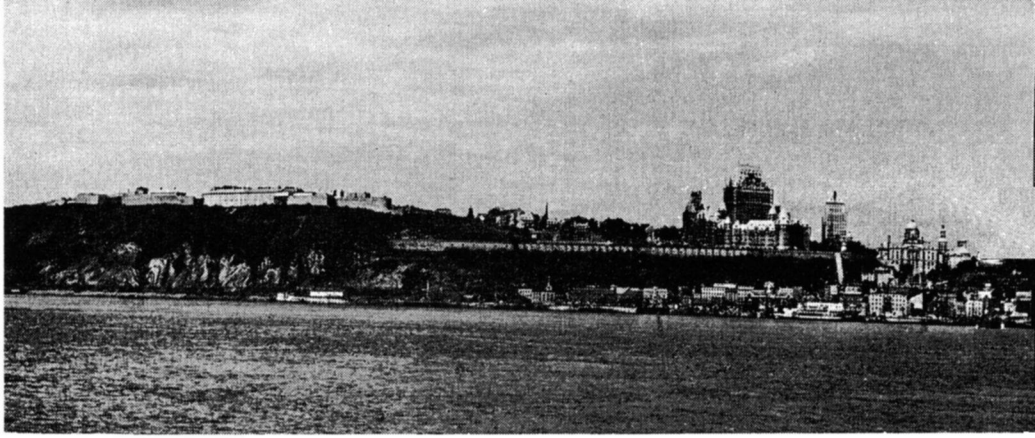
39 SAINT JOHN (79,000) is the largest city of New Brunswick. It takes its name from the river discovered by Samuel de Champlain in 1604. The fort established there later was part of French Canada, then part of British Canada, exchanging hands from time to

time until 1745 when it finally became British. Swelled by Loyalist settlers after the American Revolution, Saint John flourished as an ice-free port. Later it was the first city in Canada to appoint a commission to manage its affairs. It was the first Canadian city to be incorporated. Saint John is an important transhipment terminal, and sugar refining centre. Tidal variations make its *Reversing Falls* world renowned. Saint John has one of the world's best equipped dry-docks.

40 QUEBEC (274,000), seat of French-Canadian culture, is the only walled city in North America. It is also the oldest city in Canada, founded by Samuel de Champlain in 1608, near the site of the Indian village of Stadacona. During French rule in Canada it was the centre of operations and the scene of the last battle on the Plains of Abraham between French and British forces. Thereafter it became, in turn, the capital of British Canada and Lower Canada and is today capital of the Province of Quebec. Lower Quebec is much like a European

The Reversing Falls, Saint John, NB





Quebec City

city whereas Upper Quebec is laid out on wide, rectangular lines. Today Quebec has a well-developed port, newsprint plants, as well as foundries and tanneries. It is a great attraction for tourists. Near Quebec is the famous shrine of Ste Anne de Beaupré. Located in Quebec is Laval University, the oldest French-speaking university of Canada which maintains an active association with the universities of France.

41 MONTREAL (1,400,000) is the largest city in Canada. Its large French-speaking population makes it the second largest French-speaking city in the world. It is located on the site claimed in the name of the King of France by Jacques Cartier in 1535, le Mont Royal in the midst of the Indian stronghold, Hochelaga. Founded in 1642 by Chomedey de Maisonneuve as a fur-trading post, Montreal blossomed as the head of ocean navigation on the St. Lawrence and transhipment point for internal waterways. Montreal's situation permits ready access to

the Ottawa and Richelieu River valleys as well as the Great Lakes. Unfortunately Montreal harbour is closed four to five months of the year, because of ice conditions. With the development of the St. Lawrence Seaway, Montreal will lose its position as head of ocean navigation, but gain a far bigger role in the over-all economy of the Seaway. Today Montreal is a transportation hub, industrial centre (iron and steel, food processing) as well as a leading educational and financial city.

42 NEW YORK CITY, U.S.A. (12,900,000) is the largest metropolis in the world. Although explored pre-

Montreal viewed from Mount Royal

viously, the discovery of the site of New York, at the junction of New York Bay and the Hudson River, is generally attributed to Henry Hudson in the employ of the Dutch East Indian Company in 1609. Some fifteen years later Manhattan Island was purchased for $24.00 from the Iroquois Indians inhabiting the area and a capital, New Amsterdam, was founded. The British captured the town without bloodshed in 1664, and, with the exception of a period of Dutch supremacy 1673-74, it remained British until the War of Independence when it became, for a short while, capital of the new American republic.

New York City

43 Initial interests in New York were related to its excellent harbour and access to the fur resources of the hinterland. Both the British and the Dutch allied themselves with the Iroquois Indians for commercial, political and military reasons. French authorities, on the other hand, although allied with Indians to the North, clashed with the Iroquois at Lake Champlain as early as 1609 and became their blood enemy.

44 In spite of hot, humid summers (August temperatures up to 100° F)[1] and damp, cold winters (December temperatures below —10° F) New York flourished as a town and developed into the bustling financial and commercial city it is today.

Banking and Currency

45 One of the first problems you will encounter on landing will be connected with banking and the conversion of your currency into Canadian dollars.

46 Canada has a central bank, the Bank of Canada which controls the operation of ten chartered banks, throughout the country but does no banking for individuals. The Bank of Canada also controls the manufacture of all Canadian currency normally through the Royal Canadian Mint and the Canadian Bank Note Company. The chartered banks deal with the public and will take money on deposit, easily withdrawn as cash or by cheque. Depending upon the degree of security available,

[1] See Appendix "B"

banks will lend money and transfer credits from one country to another upon request and within the terms of national and international regulations.

47 Most Canadians have a *savings* bank account as a safe means of keeping money. The bank pays interest on savings deposits. Many Canadians take advantage of the fact that they can also write cheques against their savings accounts as a convenient way of paying bills. You will find bank managers friendly and wise counsellors in monetary matters. Do not hesitate to consult them at any time during your stay in Canada.

48 Canadian currency is based on the decimal system and is simple to understand. The main unit is the dollar ($) which is broken into one hundred cents (¢), grouped for convenience into five main coins: penny (1¢), nickel (5¢), dime (10¢), quarter (25¢) and fifty-cent piece (50¢). Silver dollars are issued but are not widely used. They are most noted as commemorative coinage.

49 In addition to coinage, Canada uses one, two, five, ten, twenty, fifty, one-hundred, five-hundred and one-thousand dollar bills for public circulation. The Canadian dollar is often called a *buck* in colloquial speech. All currency is bilingual (English and French) in keeping with the dual character of the country.

To Transfer Money

50 You may wish to transfer money from one place to another. There are several means of doing so. Canadian

CANADIAN COINAGE

One Cent,
Penny or
Copper

Five Cents
or
Nickel

Ten Cents
or
Dime

OBVERSE
OF COIN

REVERSE
OF COIN

CANADIAN COINAGE

Twenty-five Cents,
Quarter
or
Two Bits

Fifty Cents
or
Four Bits

OBVERSE
OF COIN

REVERSE
OF COIN

banks offer a reliable means for carrying out this transaction. There is no limit on the amount of money you may send. This can be done by cheque, money order or bank draft. Any bank can give you the details.

51 Money can also be sent by mail or telegraph to any part of Canada or the United States, or by mail or cable to any part of the world. Money may be sent by telegraph from any office which accepts telegrams, whereas to cable money outside North America you must go to a bank or an express office. Express offices, such as the Canadian National Express and the Canadian Pacific Express Co., issue money orders and travellers' cheques. At any post office you may also purchase a money order as a safe means of sending money through the mail. You should never send money through the mail in the form of cash.

Conversion Rates

52 How much Canadian money will you get for your national currency? This question cannot be answered categorically as rates of exchange vary daily. However, the following conversion rates are approximately average at the time of publication. They are given in round figures to facilitate quick conversion and should not be considered official rates.

European Currency		*Canadian Currency*
One Belgian and Luxembourg Franc	=	$0.02
One Danish Krone	=	$0.14

European Currency		*Canadian Currency*
One French Franc	=	$0.003
One Italian Lira	=	$0.002
One Dutch Guilder	=	$0.26
One Norwegian Krone	=	$0.14
One Portuguese Escudo	=	$0.03
One Turkish Lira	=	$0.35
One U.K. Pound	=	$2.75
One Icelandic Krona	=	$0.05
One Greek Drachma	=	$0.03
One U.S. Dollar	=	$0.97
One W. Germany D. Mark	=	$0.23

Canadian Currency		*European Currency*
One Canadian Dollar	=	50 Belgian and Luxembourg Francs
	=	7 Danish Kroner
	=	350 French Francs
	=	630 Italian Lire
	=	4 Dutch Guilders
	=	7 Norwegian Kroner
	=	30 Portuguese Escudos
	=	3 Turkish Liras
	=	7 Shillings 6 pence U.K.
	=	20 Icelandic Kronur
	=	33 Greek Drachmai
	=	$1.03 U.S.
	=	4 W. German D. Marks

53 You will be able to obtain Canadian currency at your port of entry or at a chartered bank near your first Canadian station. To facilitate exchange it is recommended you bring your money in sterling or dollars, cash

or travellers' cheques. You should enquire about exchange rates before converting any currency as rates tend to vary slightly.

Cost of Living

54 It is one thing to know you will receive a certain amount of money in Canadian dollars each month. It is another thing to determine what that money will buy. Simply because so many units of your national currency will get you a certain number of Canadian dollars it would be wrong to assume those dollars will buy as many things as the equivalent amount of your home currency.

55 Your quarters and rations are provided at no cost to you. You will, however, be required to pay your Mess Bill monthly (i.e., extra messing, drinks, cigarettes, etc.) and provide for your own laundry, dry cleaning, etc. Although prices vary across the country some of the prices you will meet on training stations are approximately as follows:

Laundry and Dry Cleaning

Uniform or greatcoat (cleaned and pressed)	75¢ to $1.00
Uniform or greatcoat (pressed)	35¢ to 50¢
Shirts (laundered)	16¢ to 20¢ ea.
Pyjamas	25¢ pr.
Socks	10¢ pr.
Handkerchiefs	2¢ ea.
Underwear, suit	20¢

Movies (Cinemas)

Station movies	25¢ to 50¢
Civilian movies	50¢ to $1.00

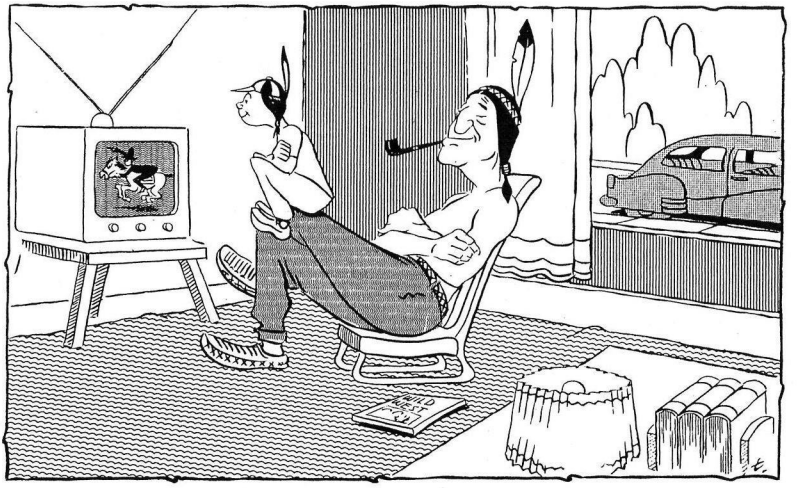
Haircuts

Station haircuts	50¢ to 60¢
Civilian haircuts	75¢ to $1.00

Messes

Soft Drinks	5¢ to 7¢ on station 7¢ to 10¢ off station
Beer 12 oz. bottle	15¢ to 20¢ on station 25¢ to 35¢ off station
Whiskey, Gin, etc., 1 oz. drink	20¢-25¢ with 5¢ for carbonated mix on station 50¢ to 90¢ in civilian cocktail lounge
Cigarettes	33¢ for twenty 41¢ for twenty-five
Extra Messing	an average of 7¢ per day.

56 Generally speaking Canadians enjoy a high standard of living and possess many material comforts in life such as automobiles, radios, television sets, refrigerators, and automatic washing machines. These are available in abundance in stores. A stranger coming to Canada is often possessed of the urge to buy everything he sees. It would be wise of you to wait for some weeks before you make any substantial purchase either for your own use or to send home as a gift. By so doing you will be aware of how you should budget your income to meet your needs in the most satisfactory way. In addition you should be-

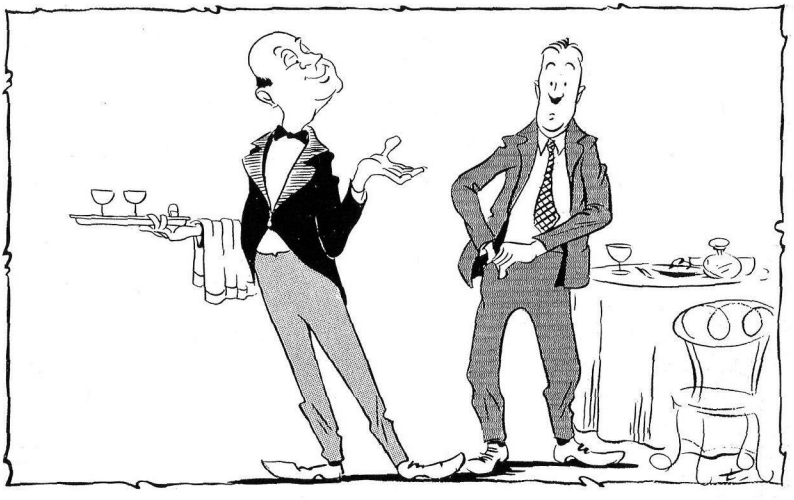


Canadians enjoy many material comforts

come aware of any Canadian legal aspects associated with the purchase and ownership of an item such as an automobile. (In this connection it is wise to carry adequate third party insurance as damages assessed by the Canadian courts are often high.) Your own country too may heavily tax any gift you send home because of its purchase in a dollar area. *Be wise, investigate, then buy!*

Tipping

57 As in many European countries you will notice most Canadians give small gratuities (tips) to hotel, restaurant and railway personnel as well as taxi-drivers when parcels or luggage are also carried. How much to tip is often a problem, even for Canadians. It is well to remem-



Tipping at a scale of 10 per cent is common in Canada

ber tipping is voluntary, an act of appreciation for a service rendered. In general Canadians tip approximately 10 per cent of the total charge. If you are going to tip the following scale might prove useful:

Night Porter (Train)	50¢	per night
Red Cap (Railway Station)	10¢	per bag carried
Waitress (Restaurant)	25¢	for total bill $2.00 - $2.50
Taxi Driver	15¢	for ride costing $1.10

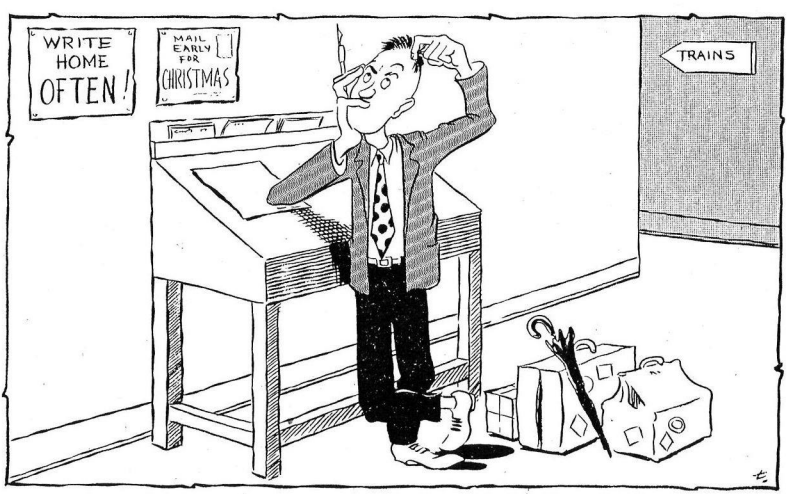
Canadian Measurement

58 Another aspect of Canadian life that will strike you as being different from things European is the system of measurement. Most of you will be familiar with the Metric system. In Canada this system is limited to scien-

tific use. Some public measurements are made according to the British system, others according to the United States system.

59 When Canadians speak of distances, they state the number of *miles* from point to point (a British Imperial measurement)—5 miles equal 8 kilometers. However, when they speak of commodities by weight they refer to ton, a 2,000-lb unit United States measurement, not the British Imperial measurement of 2,240 lbs nor the Metric *ton* of 2,204·6 lbs.

60 Similarly Canadians use the Fahrenheit system of temperature measurement, not the Centigrade system. *Appendix B* will give you some equivalent values of the Metric system and the Canadian system.



Inform your relatives of your safe arrival in Canada

Communications

61 After your safe arrival at RCAF Station, London, you may wish to inform your family at home. As you will be doing this by mail, cable or telephone, it may assist you to know something of the way these public services are organized in Canada.

Post Office

62 Unlike those in Europe, telephone and telegraph facilities in Canada operate independently from the Post Office. The Post Office is a Federal Government organization concerned primarily with the handling of mail. Each RCAF Station has its post office and nearly every Canadian community has one, often operated in conjunction with another business in a small village.

63 There are four classes of mail:

(*a*) *First Class Mail*—Letters and written post cards.

(*b*) *Second Class Mail*—Newspapers and Periodicals.

(*c*) *Third Class Mail*—Printed Matter and Samples.

(*d*) *Fourth Class Mail*—Parcels.

You will perhaps be most interested in First and Fourth Class Mail.

64 Letters may be sent by airmail or by surface mail. Letter rates are as follows:

Destination	*Air Mail*	*Surface Mail*
Belgium, Denmark, Greece, Iceland, Italy, Luxembourg, Netherlands, Norway, Portugal, Turkey, Western Germany.	15¢ each half ounce (14·17 grams)	6¢ for first ounce (28·35 grams) 4¢ for each add. ounce
France, U.K.	15¢ each half ounce	5¢ for first ounce 3¢ for each add. ounce
U.S.A.	7¢ first ounce, 5¢ for each add. ounce	5¢ first ounce, 3¢ for each add. ounce

All letters may be registered upon payment of an additional fee. Aerograms, permitting neither enclosure nor registration, may be sent to all countries at a rate of 10¢. Forms for these may be obtained at any Post Office. Letters, weighing less than eight ounces, mailed in Canada for delivery in Canada are sent either all-up airmail or surface mail, whichever is faster, for the normal surface rate of 5¢ for the first ounce. Letters mailed in Canada for local delivery require 4¢ for the first ounce.

65 Parcels sent overseas are usually limited to a weight of 20 pounds and an overall length of 3½ feet. Every parcel must be fully prepaid. A parcel may not contain a letter or any writing in the form of a letter, or any explosive, combustible or dangerous articles, or intoxicating liquor. A Customs Declaration, obtainable at

any Post Office, must be securely affixed to the outside of any parcel. Most parcels can be insured if desired.

Telegraph and Cable Offices

66 The two large railway companies in Canada operate telegraph lines. These are the Canadian National Telegraphs and Canadian Pacific Telegraphs. Both companies handle *telegrams* (a message sent to a North American continental destination), and *cablegrams* (a message sent by radio or submarine cable to some other part of the world).

67 There are three different types of telegrams. The cheapest is the *night letter* accepted at any time but not delivered until the following morning. A *day letter* is a little more expensive but delivered a few hours after acceptance. Both *night* and *day* letters allow you up to 50 words for the minimum charge. An *ordinary* telegram, delivered an hour or so after acceptance, costs the most and allows up to 10 words for the minimum charge.

68 Cablegrams can be sent either at the *full rate* or at a reduced *night letter* rate. The minimum *night letter* rate entitles you to send up to 22 words. The minimum *full rate* entitles you to send up to 5 words.

Telephones

69 There are many telephone systems in Canada. They link the country from coast to coast as well as connect Canada with the United States and trans-oceanic

lines. You may find it will take some time to get used to the Canadian telephone system. Always consult your telephone directory to be sure you have the correct number of the person you wish to call. Where an automatic dial phone is used, dial each digit carefully. Should you be using a manual system inform the operator of the number you wish to call and wait for the connection.

70 Calls, other than local calls, are known as *Long Distance* and you should dial or ask for the Long Distance Operator. Such calls may be *person-to-person* (you are connected only if the person to whom you wish to speak is available on the other end of the line) or *station-to-station,* (you are connected if you wish to speak to anyone who answers at the other end of the line). Most local calls in Canada cost 10¢ each. Long distance rates are given in local directories; these are for calls of 3 minutes' duration. In making long distance calls it is important to determine the time at the other end before calling.

71 For each community there is a telephone directory which is divided into an *alphabetical section* and a *classified section.* The latter, referred to as the *Yellow Pages,* you will find useful in locating merchants who sell particular types of items. Should you not be able to find your desired number in the telephone directory, an information service is obtainable by dialing the *Information* number shown in the telephone book or asking the operator for *Information* if the phone is operated through a manual exchange.

A Glimpse of Canada

Canadian Trains

72 AFTER A BRIEF REST at the port of your arrival, you will proceed inland by one of Canada's two transcontinental railroads, the Canadian Pacific Railway privately owned and operated, or the Canadian National Railways owned and operated by the Federal Government. If you arrive via the U.S.A. you will probably ride first of all on the Leheigh Valley Railroad later changing to a Canadian train.

73 You will find North American trains different from those of Europe. Three main types of passenger coaches exist: day coaches, Pullman or sleeping cars and chair cars. Nearly all have centre aisles, with compartments being limited to some sleeping cars. On each train there is a separate baggage coach so you need only take hand luggage required en route into the passenger coach. Your passenger ticket will also provide for the transport of any heavy baggage accompanying you. When depositing your baggage at a railway station for onward movement, make sure you put it in the *Baggage Room* and not the *Check Room,* the latter being used only for temporary storage. Be sure to obtain a claim check for your baggage if you leave it anywhere for safekeeping or transfer.

74 Later on you may wish to travel on leave by train. Two rates prevail, *first class* and *coach class,* the latter being cheaper and affording no sleeping accommodation.

Transcontinental trains have an *intermediate class* providing coach accommodation only. When travelling coach class on a transcontinental train you may purchase a tourist sleeper berth in conjunction with your rail ticket. Many Canadians travel coach class by day. On long runs by night many travel by first class sleeping car.

75 Sleeping and chair car accommodation are reserved in advance. No charge is made for reservations. Day coach (first or coach class) tickets permit you to sit anywhere in the coach. Return tickets (two-way fare) are cheaper than two single tickets (one-way fare). Unused tickets can always be redeemed for cash. On holidays and week-ends *excursion* (reduced) fares are usually available. These are cheaper than normal fare but apply to return tickets only and must be used within a specified period.

Canadian Food

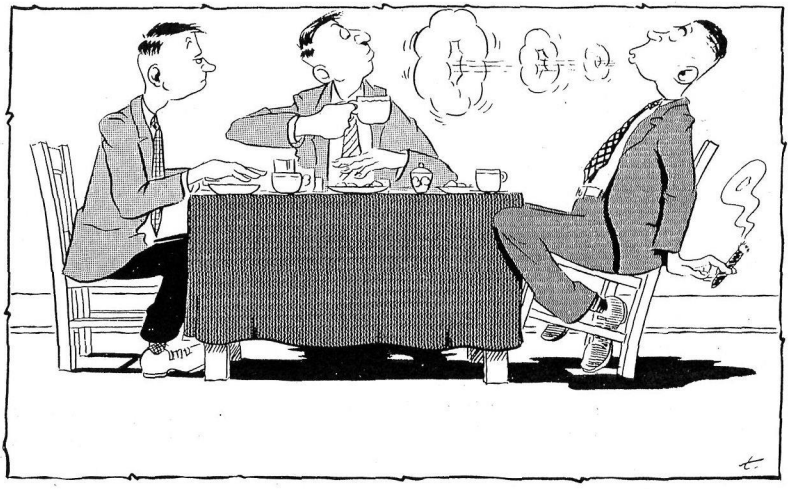
76 In the dining car of the train you will be offered your choice of the best in Canadian cuisine. Canadian food on the whole contains less seasoning than European food so do not be surprised to see Canadians adding salt, pepper, and prepared sauces to their meals at the dinner table.

77 It is difficult to say there is a particular national dish in Canada as tastes in food vary with ethnic background, regional production and season. If we were to construct an all-Canadian menu it could perhaps include

Newfoundland Hors-d'Oeuvres, British Columbia Melon Supreme, Quebec Pea Soup, Alberta Sirloin of Beef, Prince Edward Island Potatoes, New Brunswick Turnips, Nova Scotia Salad, Saskatchewan Rolls and Butter, with Manitoba Frozen Log with Ontario Peaches for dessert.

78 Canadians, as a rule, eat in their homes rather than in hotels and restaurants. According to a recent survey of a leading food company 93 per cent of all Canadian families serve a noon meal at home and 96 per cent serve an evening meal at home. In Quebec, the Maritimes and the Prairie Provinces most people refer to the noon meal as *dinner* using the term *supper* for the evening meal. In British Columbia and Ontario the noon meal is mostly called *lunch.* About the same number of people refer to the evening meal as *dinner* or *supper* in these two provinces. Where the noon meal is heavier people tend to call it *dinner* rather than *lunch,* a lighter meal. One of the basic differences in food tastes between French- and English-speaking Canadians is the strong inclination of the former towards soup courses served with noon and evening meals, the latter often preferring a meal without soup, or soup alone.

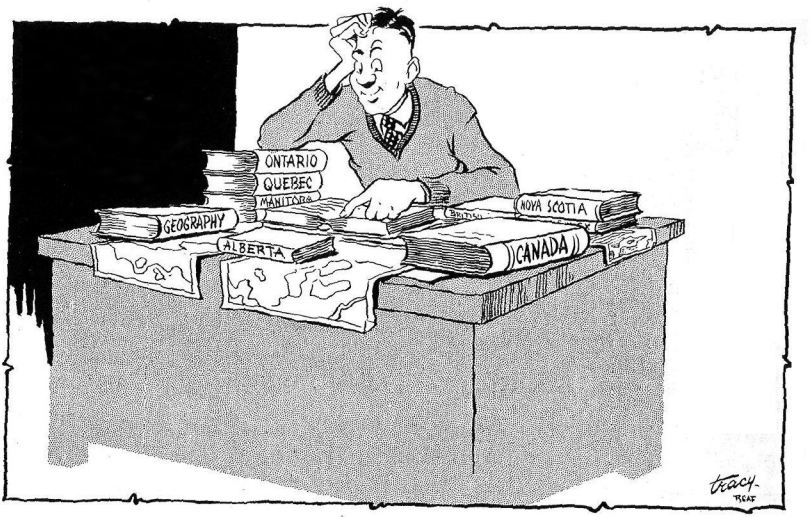
79 Out of Canada's abundance and variety of foods come many menus. Canadians, by and large, prefer a variety of simple, wholesome fare, rather than lavishly prepared foods. *Appendix C* may give you some general indication of what you may expect to find served at a meal.



Canadians do not mind if you eat while they smoke

80 You may also be surprised to see water, not wine served during the meal. Wine is reserved for more formal occasions. Some Canadians prefer to eat with one utensil, their fork, instead of both knife and fork. Both ways are accepted in Canada as socially correct. Canadians normally smoke after a meal while sipping their coffee or tea.

81 If you are the host at a dinner in a restaurant, it is customary to indicate to the waiter that you wish to make payment by calling for the *bill* or *check* when you are ready to go. The usual 10 per cent rule for tipping applies.



How well do you know Canada?

Geography

82 As your train leaves the east coast of Canada and travels westward you will see different types of country and experience differences in climate. Both topography and climate will have a bearing on your training in Canada. Familiarity with the topography will assist you in reading air charts and Canadian climates will influence flying conditions and the type of clothing you will wear at various seasons of the year.

Topography

83 Canada divides naturally into five regions: the Appalachian Region, the Interior Plains Region, the Canadian Shield, the Cordilleran Region and Northern Arctic

Islands. The general spread of the country is from east to west, but its topographical alignment is from north to south. Most of your training will take place in the St. Lawrence-Great Lakes and Prairie areas of the Interior Plains region.

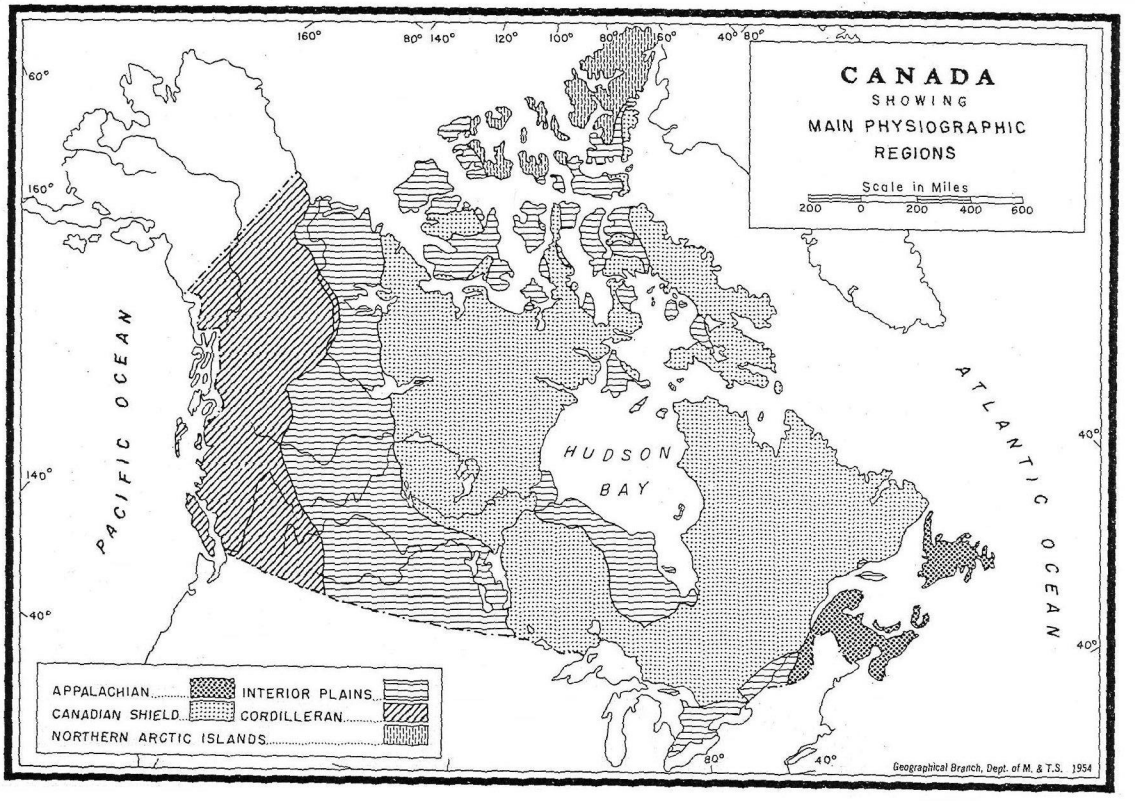
(*a*) *The Appalachian Region*

This region covers most of the Eastern or Maritime Provinces of Canada. It is quite hilly in nature with elevations to 4,000 feet above sea-level with local lowlands. Where hills drop off quickly to the sea it affords several natural harbour sites.

(*b*) *The Interior Plains Region*

The discontinuous lowlands of the St. Lawrence-Great Lakes area, the Prairies, the Hudson-James Bay area and the Southern Arctic Islands form this region. The St. Lawrence-Great Lakes area opens into the heart of the continent. It varies from flat to rolling plain interrupted by local escarpments. Relief is generally under 500 feet above sea-level.

The Prairies form a series of steppes, each an extensive featureless to rolling plain, descending eastward from a 4,000-foot elevation in the foothills of Western Alberta to 700 feet above sea-level in the Winnipeg area, and interrupted by deep-incised valleys and


CANADA
SHOWING
MAIN PHYSIOGRAPHIC
REGIONS
Scale in Miles
200 0 200 400 600
PACIFIC OCEAN
ATLANTIC OCEAN
HUDSON
BAY
APPALACHIAN
CANADIAN SHIELD
NORTHERN ARCTIC ISLANDS
INTERIOR PLAINS
CORDILLERAN
160°
80° 140°
120°
100°
80°
60°
40° 80°
60°
160°
140°
40°
40°
80°
40°
Geographical Branch, Dept. of M. & T.S. 1954

flat-topped hills. These are the extensive areas of Canadian wheat growing and cattle raising.

The Hudson - James Bay lowlands rise southwestward as flat, marshy swampland from the great inland sea to elevations of 400 feet. These are comparable to many of the lowlands of the Southern Arctic Islands.

(*c*) *The Canadian Shield*

The Canadian Shield is a V-shaped area surrounding Hudson Bay. It is characterized by low relief and rarely rises over 2,000 feet above sea-level in the west and 5,000 feet in the east. Its surface is humocky, marked by low, irregular hills with many intervening lakes and rivers.

This area is covered by coniferous forests along the southern and western fringe thinning out northeastward to barren land with scrub vegetation and permanently frozen ground. Many pulp and paper mills draw their raw materials from this region.

(*d*) *The Cordilleran Region*

The Rocky Mountains (Canada's Alps) comprise the mountain wall which borders the Pacific Coast with its several ranges and intermontane plateaux. Peaks rise to 12,000 feet with more common elevations around

10,000 feet above sea-level. This region has most of the large trees found in Canada and is an important lumbering area.

(*e*) *The Northern Arctic Islands*

The Northern Arctic Islands are not well-known to many Canadians being far removed from the settled areas of the country. The eastern islands are mountain-fringed sloping to central plateaux and western lowland areas. General elevations are about 1,000 feet above sea-level. The ground in this area is permanently frozen.

Climate

84 Just as Canada has a variety of topography so it has a number of distinguishable climates. However, as your training will be confined to two main climate regions you need only familiarize yourself with conditions there.

85 Canadian climates are determined largely by the interplay of a cold polar air mass from the Arctic regions and a warm tropical air mass from the Caribbean area. In winter, tongues of cold air spread out of the north casting a frigid mantle over the central part of the country. The reverse occurs in summer. Oceans, east and west, tend to ameliorate extreme temperature ranges along the coast. Rapid changes of temperature in a few hours are not uncommon, depending upon the dominant air mass.

86 The following table will give you some idea of the temperature and precipitation characteristics of the areas where your tour of duty may take you while in Canada. It will become apparent both winter and summer uniforms are necessary for your service in this country.

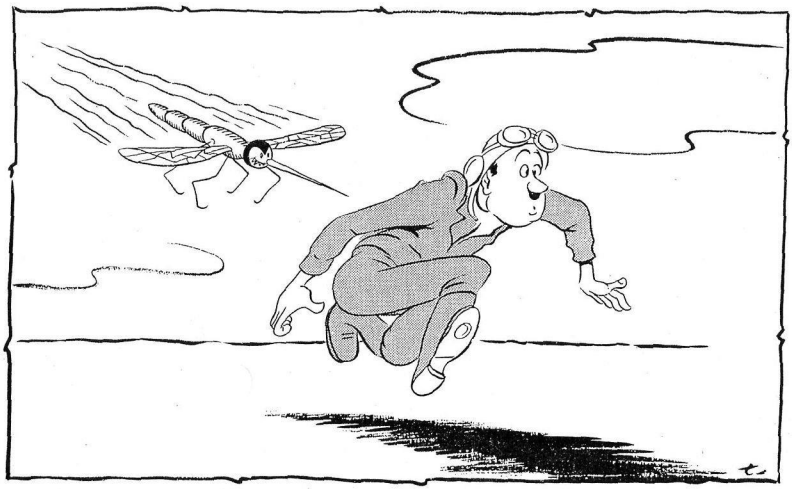
Climatic Table of Selected Stations

Station	*Ht. Above Sea-Level*	*Aver. Low Temp. Jan. °F*	*Aver. High Temp. July °F*	*Ann. Rain Inches*	*Ann. Snow Inches*
Halifax, N.S.[1]	83 ft.	15.2	74.1	48.66	70.8
Saint John, N.B.[1]	119 ft.	10.7	68.2	35.15	71.1
Quebec, P.Q.[1]	296 ft.	2.3	76.2	27.48	123.7
Montreal, P.Q.[1]	187 ft.	5.6	78.0	29.57	112.3
Ottawa, Ont.	339 ft.	3.0	80.9	26.03	82.0
London, Ont.[2]	912 ft.	14.6	81.3	29.01	91.6
Winnipeg, Man.[2]	786 ft.	—12.9	78.8	15.83	53.6
Regina[2]	1,884 ft.	—10.9	78.9	11.82	28.8
Saskatoon, Sask.[2]	1,690 ft.	—11.4	77.1	10.83	37.2
Edmonton, Alta.[2]	2,219 ft.	— 3.5	74.1	12.74	46.4
Lethbridge, Alta.[2]	2,961 ft.	5.1	78.4	9.96	50.5
Vancouver, B.C.	22 ft.	32.1	73.7	54.50	28.8

[1] *Canadian Port of arrival for NATO Students.*

[2] *Representative Stations in areas where NATO students train.*

87 Associated with the summer season are two insects, the mosquito and the housefly. Mosquitoes are non-malarial but can give unpleasant bites. Screened houses and chemical insect repellents afford considerable aid in minimizing the effects of these insects.

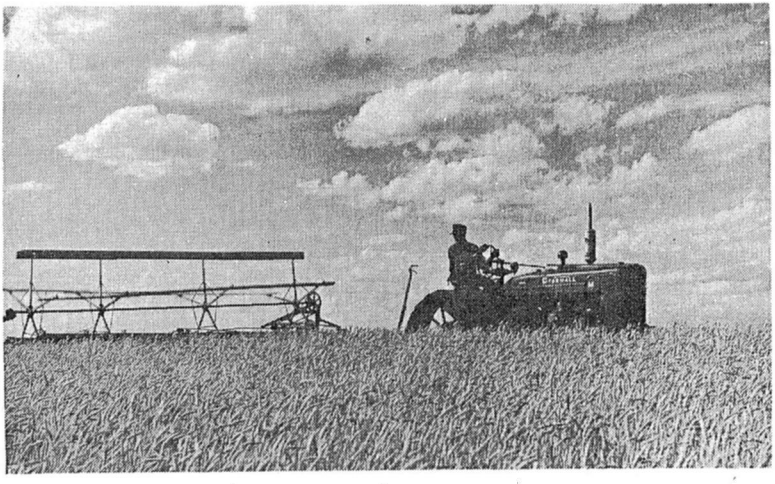


Mosquitoes are non-malarial in Canada

Resources and Economy

88 Within the depth and breadth of Canadian geography is found a tremendous natural wealth. Early colonists gained their livelihood from the exploitation of fur, fish and timber resources. As the land was cleared, settled farms developed and the farmers harvested bountiful crops. Westward the colony moved towards nationhood. Great areas became available for agriculture, forestry, trapping and mining.

89 Today Canadians are witnessing a still further substantial development of their nation. New mineral and power resources are being discovered and developed daily. Transportation and industry, striving to keep pace with public demand are creating still greater need for raw

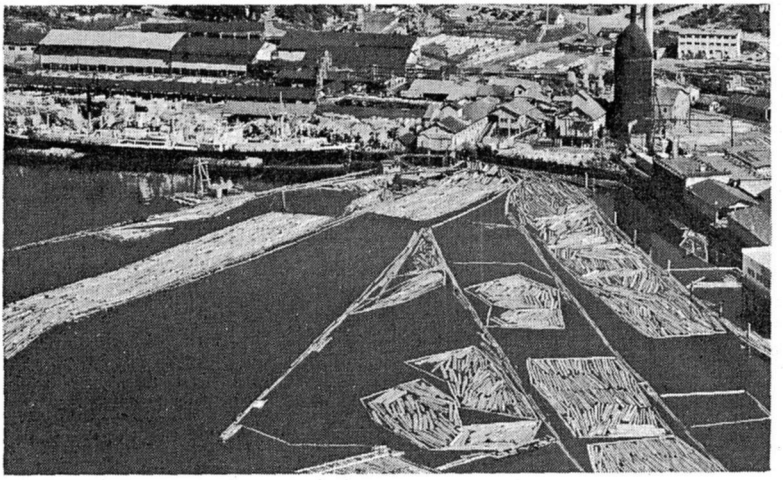


Harvesting prairie wheat

materials. Let us take a look at the resources which make the Canadian economy so buoyant.

Agriculture

90 Agriculture remains Canada's most important primary industry. With production greatly exceeding domestic needs the nation rates as one of the world's foremost food exporters. With considerable variations of soil and climate, regional agricultural specialties have developed. Prince Edward Island and New Brunswick are noted for their potato production, Nova Scotia and British Columbia for their apples, the Prairies for their grains and livestock. Central Canada has more mixed farming but is important for grains, livestock and dairying as well as fruit and tobacco growing.



Logging in British Columbia

Forestry

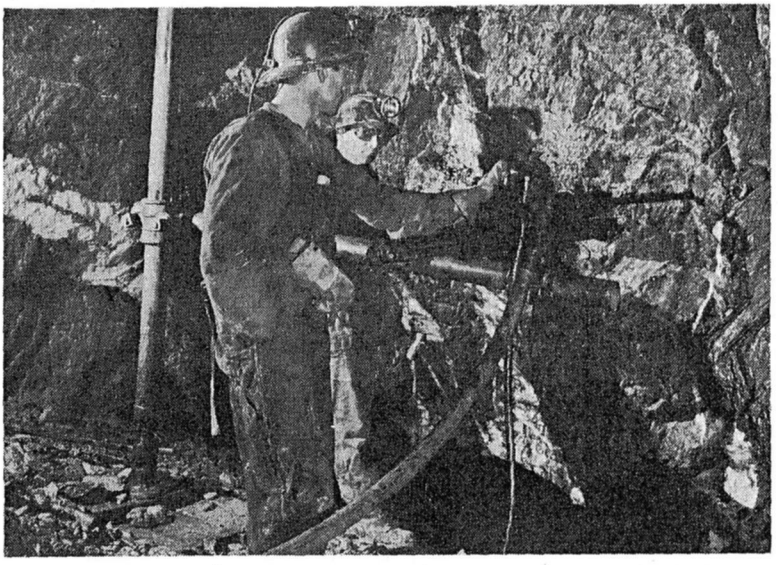
91 Nearly 40 per cent of Canada's total area is forest-covered. Our forests provide the raw materials for saw-mills, pulp-mills, and wood distillation plants. Canada's largest manufacturing industry is the processing of pulp and paper, much of it in the form of newsprint in which Canada leads world production. Almost 50 per cent of the entire industry lies within the Province of Quebec.

Mining

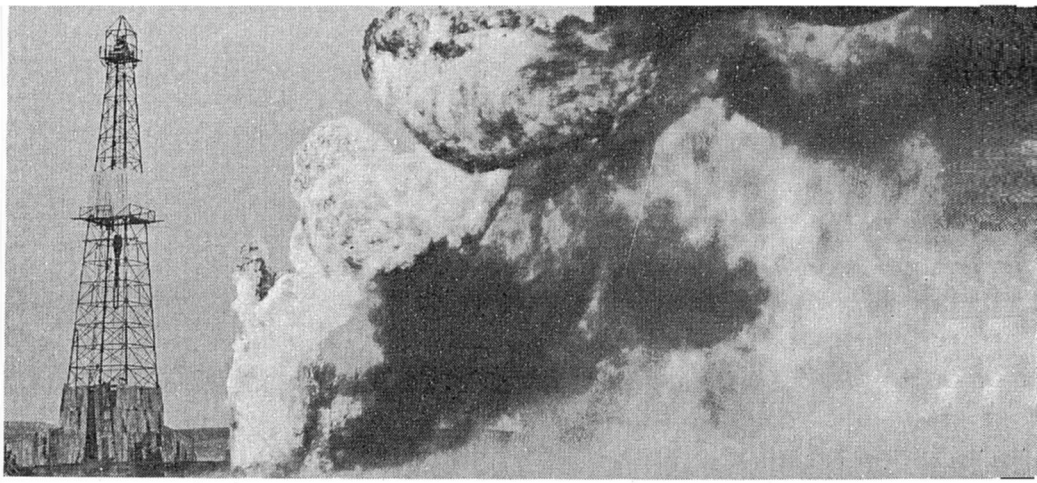
92 Mining is Canada's second largest primary industry. Based on the untold resources of the Canadian Shield, the mineralized areas of the Rocky Mountains and the oil-rich strata of the Prairies, the mining industry

has witnessed a tremendous expansion during and since the Second World War. This has substantially contributed to the expansion of the Canadian economy as a whole. Canada ranks first in the world in the production of nickel and asbestos. It ranks second in aluminum, cadmium, gold and zinc, third in silver and fourth in copper and lead production. Together Ontario and Quebec account for nearly 60 per cent of all Canadian mineral output.

93 Alberta has risen to be one of the outstanding oil producing areas of the world in a few short years since



Mining at Timmins, Ont.



Burning out a new oil well at Turner Valley, Alta.

the end of the Second World War. Today's proven reserves of crude oil exceed one billion (1,000,000,000) barrels, with probable reserves many times that figure.

94 Within a decade Canada will be one of the world's largest iron ore producers. Recent discoveries and exploitation of iron ore in Quebec and Labrador, coupled with the development of the St. Lawrence Seaway will see the ready flow of ore to the steel plants along the Great Lakes and close to the coal fields of Pennsylvania.

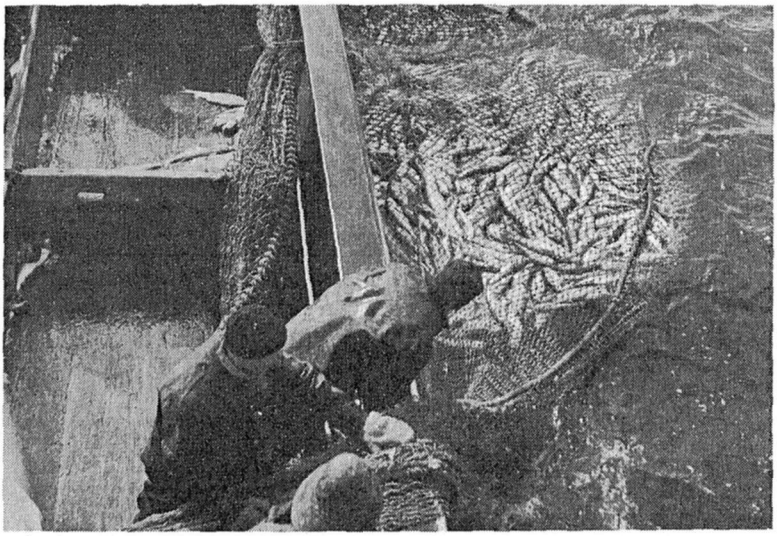
95 From the gold-rush days of early Canadian mining to the present time the industry has witnessed much progress. The future of mining in Canada is bright.

Fishing

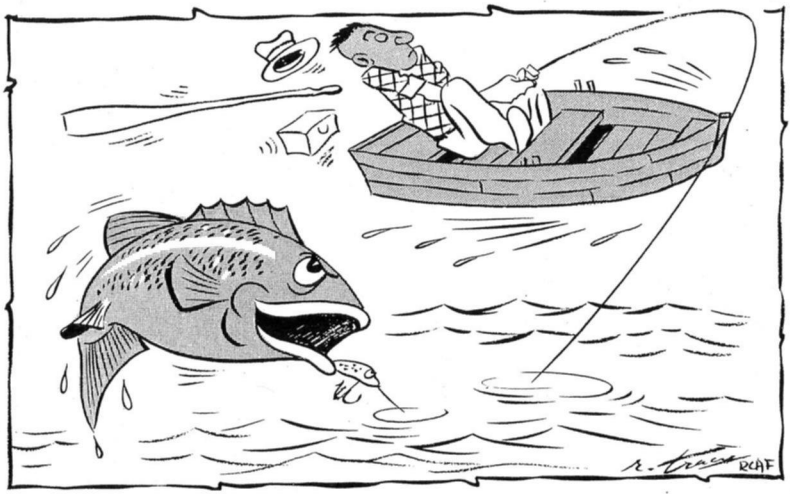
96 When Europeans first sighted Canada's eastern shores they were impressed with the potentials of the

fishing resources. Today those resources have stood the test of time. Canada is adjacent to very prolific fishing grounds on both Pacific and Atlantic coasts and is an important producer of cod, haddock, salmon, halibut, herring and lobster. Canada has the largest inland, fresh-water fishing industry in the world.

97 Fishing is also an important sport in Canada, governed by provincial fish and game laws. If you are interested in fishing for pleasure you will find many Canadian fellow-students who will be glad to have you join them on a week-end fishing trip.



Trawler fishing on the Grand Bank of Newfoundland



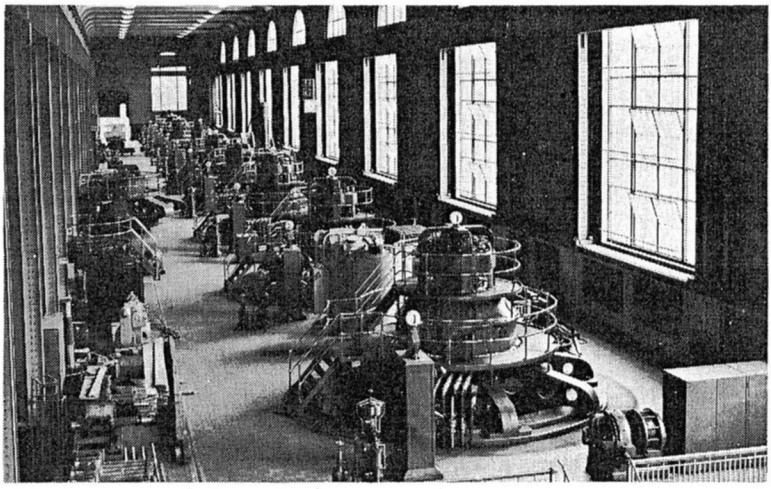
You may enjoy a week-end fishing trip

Fur Trade

98 Just as the early settlers exploited the dominant resources of the sea, so they engaged in the conquest of the forests' fur-bearing animals. Many an interesting story can be told of the struggles for quick wealth in the early days of the fur trade. Today wild trapping is carried on only in the less settled areas. Many Canadian furs are now produced on fur-farms. Nearly 80 per cent of Canadian fur production is made up of beaver, fox, mink and muskrat.

Hydro-Electric Power

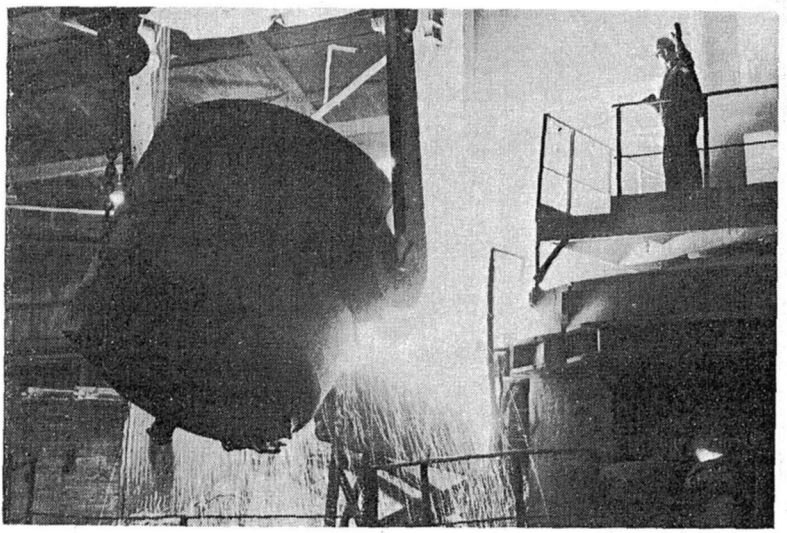
99 Canada, with many lakes and rivers, has been abundantly endowed with great water-power resources,



Hydro-electric generators at Niagara Falls

fairly well distributed across the country. Today Canada has a potential water-power of 50 million horse-power with approximately 15 million horse-power already developed. About 75 per cent of this developed power is in Ontario and Quebec. New construction on the West Coast at Kemano, near Kitimat, has reversed an entire drainage system and will eventually produce another 2 million horse-power. Further development of power at Niagara Falls and along the St. Lawrence Seaway will provide considerable developed power in the heart of Canadian industry.

100 Networks of transmission lines carry power to rural and urban homes as well as Canadian industry. In-



Iron and steel are important industries in Canada

deed, industries such as aluminium have to locate their smelters in close proximity to power sites.

The Industrial Heartland

101 If you land at a Canadian port en route to London you will travel through the most populous area of Canada, Southwestern Quebec and Southern Ontario. Although it will not appear as heavily populated as Western Europe you might well ask yourself why do these people live in such a small area when many acres of land are yet to be cultivated? The answer is simple. This is the industrial heartland of Canada and most of these

Canadians are employed in manufacturing or transportation industries.

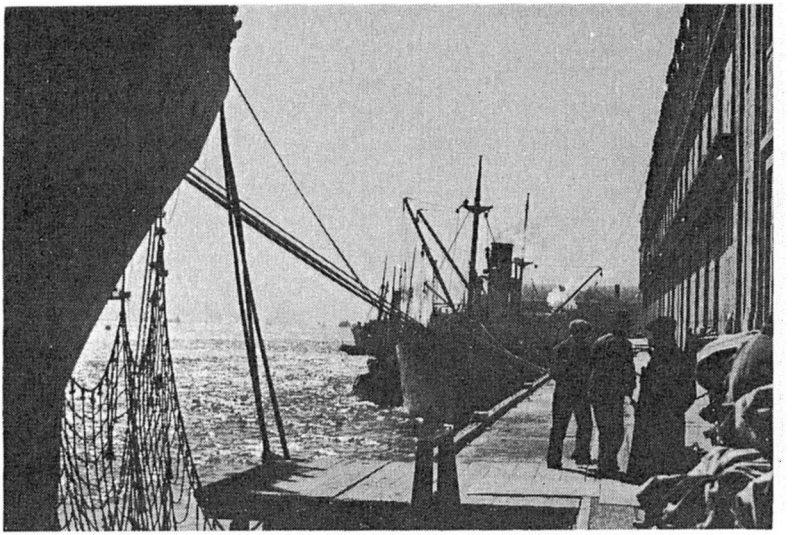
102 Here, in this belt, industry is as well located with respect to western agriculture as to central mining and forestry. Located on the broad inland waters of the Great Lakes opening to the Atlantic, these industries have, with the aid of cheap transportation, ready access to the raw materials and sources of power of the interior as well as to Canadian and overseas markets. Here you will see giant steel industries, automobile factories, pulp and paper mills, electrical industries, huge hydro-electric power developments, oil refineries, flour mills, food canning plants, textile plants and a host of other industries.

103 This area, coupled with the United States manufacturing belt on the south side of the Great Lakes, produced much of the arms and equipment used in the Second World War. During your stay in Canada you will be shown examples of mass production to give you an understanding of Canada's industrial base.

104 British Columbia is also developing as a secondary area of manufacturing importance, based on forest, fish and mineral production.

Transportation

105 Linking Canada's industry with the raw materials and primary products of the hinterland as well as with domestic and foreign markets is a network of rail, road,



International trade is important to Canada's economy

inland water and air transportation. These are both publicly and privately owned and offer stiff competition to one another for passenger and freight services.

International Trade

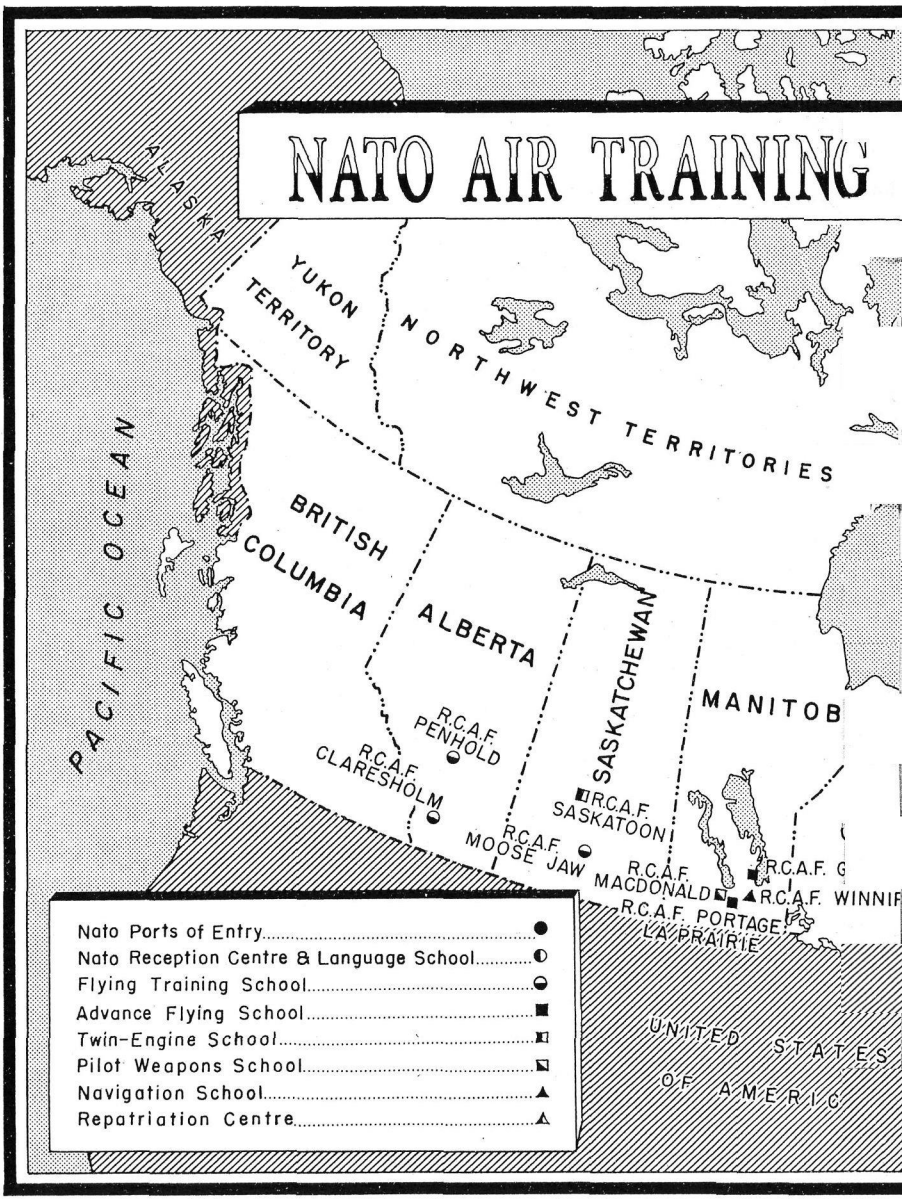
106 Enjoying an abundance of natural wealth and well-developed industry, Canada can send its products overseas to those markets where such items are in demand. Similarly, returning carriers bring to Canada those raw materials or manufactured goods not produced, or goods not produced in sufficient quantity, in this country.

107 Canada is the world's third largest trading nation, following the United States and the United Kingdom. The nation also ranks as the world's third largest per capita trader being exceeded only by Hong Kong and New Zealand. Commodity exports account for nearly 20 per cent of Canada's gross national product and imports a similiar percentage of gross national expenditure.

108 Canada's total exports exceeded $4 billion in 1952. The three largest commodity groups were wood, wood products and paper (31 per cent), agricultural and animal products ((33 per cent) and non-ferrous metals and their products (16 per cent). Together these make up four-fifths of all Canadian exports.

109 Canadian imports also totalled nearly $4 billion in 1952. About 35 per cent of all imports were classified as iron and its products; non-metallic minerals (16 per cent) and agricultural and animal products (14 per cent) represent the other two large commodity groups.

110 The ten leading nations with which Canada trades are the United States, the United Kingdom, Venezuela, Belgium-Luxembourg, Germany, Brazil, Japan, India, Australia and France. About two-thirds of the trade is with the United States. About 13 per cent is carried on with Great Britain. This relatively narrow base on which Canadian trade is built explains Canada's constant concern with tariff structures, preferential trade agreements and foreign exchange regulations. International trade is vital to Canadians and the Canadian economy.


NATO AIR TRAINING
ALASKA
YUKON TERRITORY
NORTHWEST TERRITORIES
PACIFIC OCEAN
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOB
R.C.A.F. PENHOLD
R.C.A.F. CLARESHOLM
R.C.A.F. SASKATOON
R.C.A.F. MOOSE JAW
R.C.A.F. MACDONALD
R.C.A.F. PORTAGE LA PRAIRIE
R.C.A.F. G
R.C.A.F. WINNIP
UNITED STATES OF AMERICA
Nato Ports of Entry
Nato Reception Centre & Language School
Flying Training School
Advance Flying School
Twin-Engine School
Pilot Weapons School
Navigation School
Repatriation Centre

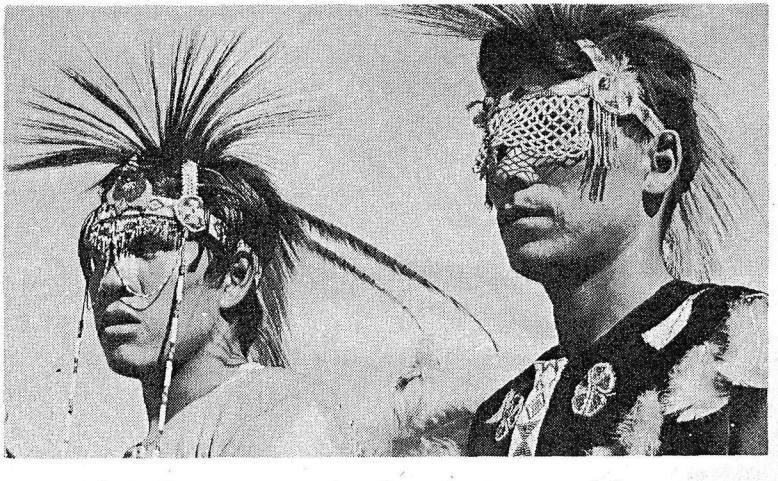
CENTRES IN CANADA
GREENLAND
ATLANTIC OCEAN
DSON
BAY
NEWFOUNDLAND
ARIO
QUEBEC
NNIPEG
P.E.I.
N.B.
N.S.
QUEBEC
HALIFAX
SAINT JOHN
R.C.A.F.
LACHINE
MONTREAL
3935 AIR MILES
TO EUROPE
R.C.A.F.
CENTRALIA
R.C.A.F.
LONDON
NEW YORK
SCALE IN MILES
200 0 200 400
KILOMETRES
200 0 200 400 600 800
Geographical Branch, Dept. of M. & T.S. 1954

The Canadian People and Their Way of Life

111 SINCE YOUR ARRIVAL on the east coast of North America you have journeyed inland and learned something of Canada. You are perhaps still anxious to understand more of the Canadian people.

Who Are the Canadians?

112 Several thousands of years ago Asiatic people are thought to have crossed the land bridge of the North Pacific Ocean to North America where they spread out from coast to coast along the water-ways. The descend-



Canada's Indians wear native dress on ceremonial occasions

Canada's Eskimos dwell mainly in the Arctic and sub-Arctic

ants of these folk were the inhabitants Europeans first saw on coming to North America. Thinking they had reached the Orient they named these brown-skinned people, Indians. At the time of discovery about 200,000 such Indians occupied Canada. From the semi-nomadic life of their ancestors Canada's Indians are now settled in established communities or grouped on reservations. They total about 136,000. Another fragment of the Canadian native population is the Eskimo, also of Asiatic origin. Today they total under 10,000 and are found mainly in the Northwest Territories of the Arctic and sub-Arctic regions.

113 The two basic stocks of the Canadian people today are French and British. About 50 per cent of all Canadians are of British origin, many being Canadians by several generations. Canadians of French origin make up about one-third of the population. The remainder of the Canadian people are mainly of other European origins.

How Many Canadians Are There?

114 During 1954 Canada had about fifteen and a quarter million people. This represents a substantial growth from the first census in 1666 when 3,215 persons were enumerated (Indians not included), and from the beginning of the 20th century when the population was one-third of its current total. The last census showed the largest numerical increase in the country's history. Much of this was due to post-war immigation and a buoyant national birthrate. Males have, until the last census, made up the larger proportion of the population. However, now men and women are about equal in numbers.

Where Canadians Live

115 The most populous area of Canada is Southern Ontario and Southwestern Quebec. Nearly half the entire population is concentrated here. The average population density throughout the country approximates four persons per square mile, vastly different from Western European densities of 500 to 750 per square mile. Nearly 56 per cent of all Canadians live in urban communities.

Distribution of Population by Province 1951 Census

Province	*Pop'n*	*Province*	*Pop'n*
Newfoundland	361,416	Manitoba	776,541
Prince Edward Island	98,429	Saskatchewan	831,728
Nova Scotia	642,584	Alberta	939,501
New Brunswick	515,697	British Columbia	1,165,210
Quebec	4,055,681	Yukon	9,096
Ontario	4,597,542	N.W.T.	16,004

What Canadians Do

116 At the beginning of the century 45 per cent of all Canadian males were employed in agriculture. Today this figure has dropped to 20 per cent and is equalled by the number engaged in manufacturing. Large percentages are engaged in service, transportation and communications, trade and finance. Most women in the labour force are engaged in service (36 per cent), clerical (27 per cent), manufacturing (17½ per cent), or trade and finance (11 per cent).

Language

117 The Quebec Act of 1774, established Canada as a bilingual colony—a situation of which full cognizance was taken at Confederation. Today Canada has two official languages, English and French, and all debates in Parliament and Government publications are reproduced in both languages. According to the latest census 66 per cent of all Canadians are English-speaking, 20 per cent French-speaking, 12 per cent bilingual and the balance speak other languages. Most French-speaking Canadians reside in Quebec with large communities in New Brunswick and Ontario.

118 Many Canadians speak at times in slang terms. At first it will be difficult for you to understand what is said. You may rest assured, however, Canadians are a friendly people with a sense of humour. You should not take offence if something is said to you which seems

unusual or out of place. In all probability it will be a term of friendly endearment.

Religion in Canada

119 Canadians are, on the whole, a conscientious people and take religious matters seriously. Churches play a large role in the affairs of the average family and community. However, in Canada there is no State Church.

120 From the early days of settlement ministers and priests served the spiritual welfare of the colonists. Today a variety of religions exist in Canada, the largest single group being those of Roman Catholic faith (43 per cent). Protestant denominations form about 50 per cent of the population, the two largest single groups being the United Church of Canada (20 per cent) and the Church of England in Canada (14 per cent). A number of other religions make up the remainder.

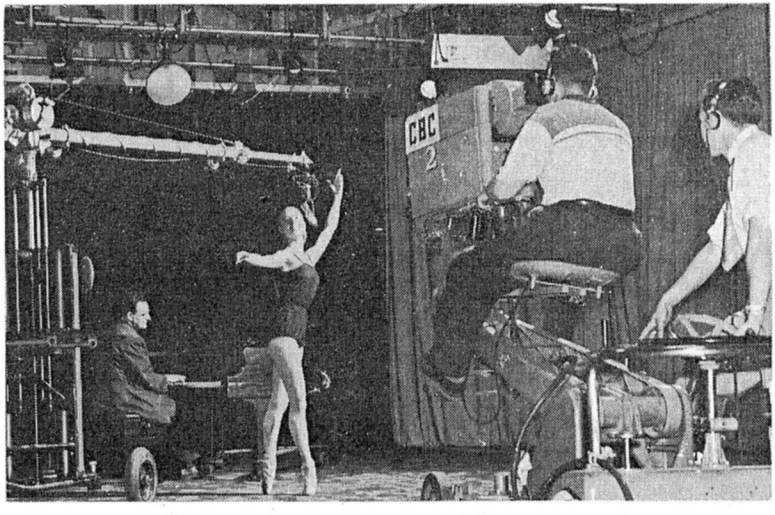
121 Much of the social life of youth and small communities centres on the mid-week activities of the church in the form of dancing, clubs, sports and social work. Canadian Sundays, in most communities, are very quiet with places of business and entertainment closed. Sunday is regarded as a holy day rather than a holiday.

The Arts and Music

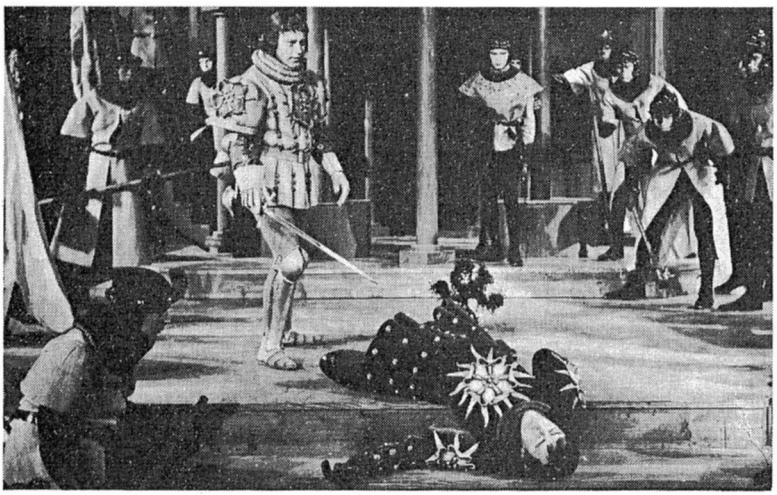
122 Only of late has Canadian art developed a distinct and recognizable Canadian style, both in subject and interpretation. The Canadian scene offers much to the

creative mind in painting and in literature. Should you be so inclined, you would enjoy a visit to the National Gallery in Ottawa where foreign and Canadian art are on display. Each major city in Canada also has an art gallery worth visiting. The National Gallery occasionally sponsors local and travelling exhibitions.

123 Canadian writers produce a variety of books, stories and poems with a Canadian setting. The satire of Canada's Stephen Leacock, the lyrics of Archibald Lampman and the ballads of the Bard of the Yukon, Robert Service, the works of Hugh MacLennan and E. J. Pratt are pillars in the hall of Canadian literature. Gabrielle Roy's entry onto the Canadian scene and



Television is a popular entertainment medium in Canada



A Shakespearean Festival is held annually at Stratford, Ont.

Philippe Panneton's (Ringuet) work and that of Germaine Guévremont added new impetus to French Canadian literature. These are supported in the field of poetry by the writings of Paul Morin, Robert Choquette and Cécile Chabot.

124 The Canadian theatre is not as extensive as the outlets for the motion picture industry and is consequently not attended in the same way. However, much interest in amateur Little Theatre movements does exist as groups bind themselves together to put on a great number and variety of plays. The broadcasting organizations are doing much to stimulate playwriting both for radio and television presentation. A recent theatrical

success has been the Shakespearean Festival held annually, each summer, at Stratford, Ontario, near the NATO Reception Centre at London.

125 Canadian radio and television, with their commercial advertising may appear quite different from similar European media.

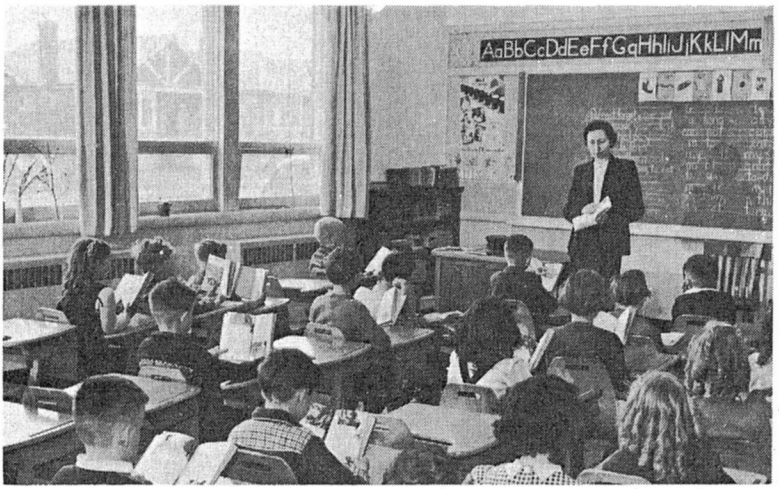
126 Canadians are musically inclined yet with tastes varying appreciably throughout the country. Music appreciation is taught in most schools and local music festivals are popular. Ten of Canada's major cities maintain symphony orchestras with those of Montreal, Toronto and Vancouver being well-known. Choral groups such as the Leslie Bell Singers of Toronto have a reputation

Canadians have varied tastes in music

throughout the concert halls of North America. As with playwriting, radio broadcasting organizations do much to encourage Canadian composers.

Education

127 There is no federal standard of education in Canada, as the function of education is the responsibility of the provinces. Most schools throughout Canada are financed by provincial grants and local taxation. Attendance at public schools is free, but private schools do exist and charge a fee. Depending on the province concerned, education is compulsory to 14 or 16 years of age. Many provinces maintain separate schools for their religious minorities.



Canadian children enjoying a lesson in reading

128 Education in Canada is carried on under two traditions in keeping with the dual culture of the country. The English tradition is found in nine provinces and the Protestant Schools of Quebec, and the French tradition is followed in the Roman Catholic Schools of Quebec. Under the English tradition the sequence of education is public school (elementary), high school (up to college entrance level), university, whereas under the French tradition the sequence is primary school, secondary school (up to baccalaureate level) university. Commercial and technical schools under both systems are at roughly the same level as the high school or secondary school.

The Canadian Way of Life

129 Canadians live in a country of plenty and often take their way of life for granted. It has become a national habit to accept rights and privileges often times without giving too much thought to social responsibility. Yet in times of national disaster or emergency Canadians very quickly bind together to achieve a common goal. The Canadian way of life is a loose series of group associations in which the individual plays a prominent role. These groups include the family, the neighbourhood, the village, town or city, the school, the church, the military unit, the province, the nation, the Commonwealth, the United Nations, NATO, etc. It is the interplay within this group structure that makes up the Canadian way of life.

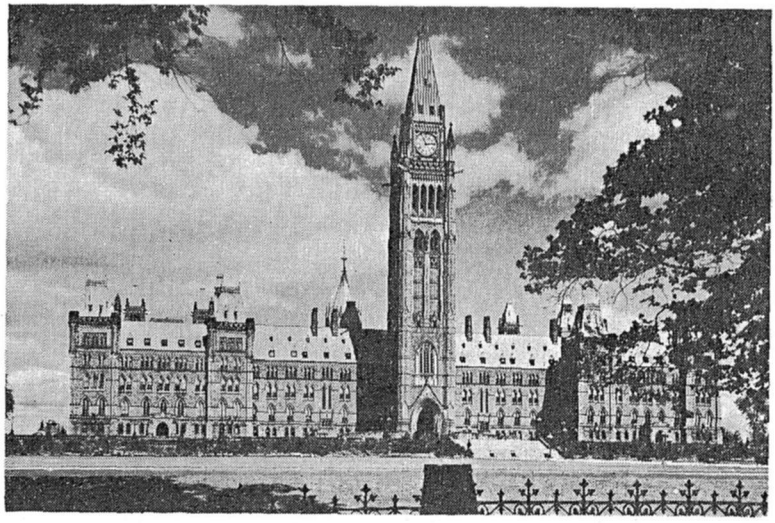
130 The very basis of the Canadian way of life is the family. Historically Canadian families have fought and mastered a rugged environment. Its members have learned to be competitive. They have learned also to appreciate that the basis of strength is unity of purpose, however, variable the method by which that purpose is achieved. Canadians have learned to be thrifty and use their resources wisely.

131 Transposed to a higher group the principles are the same. Canada, the nation, believes in individual freedom in keeping with individual duties to society at large. Freedom of speech, of worship, of movement, of enterprise, from arrest, of private property, of the press, of political action are inherent in the Canadian way of life. In times of serious national emergency, some of these freedoms may be restricted. But even then no government may do so without the consent of the representatives of the Canadian people in Parliament.

How Canadians Are Governed

132 Queen Elizabeth II is Queen of Canada and head of the state. By virtue of her being a sovereign in common, Canada is linked with other nations of the Commonwealth. Canadian affairs are, however, entirely governed by Canadians.

133 The Queen is represented in Canada by the Governor General. He acts for the Queen on the advice of her Canadian Cabinet ministers who are practically al-



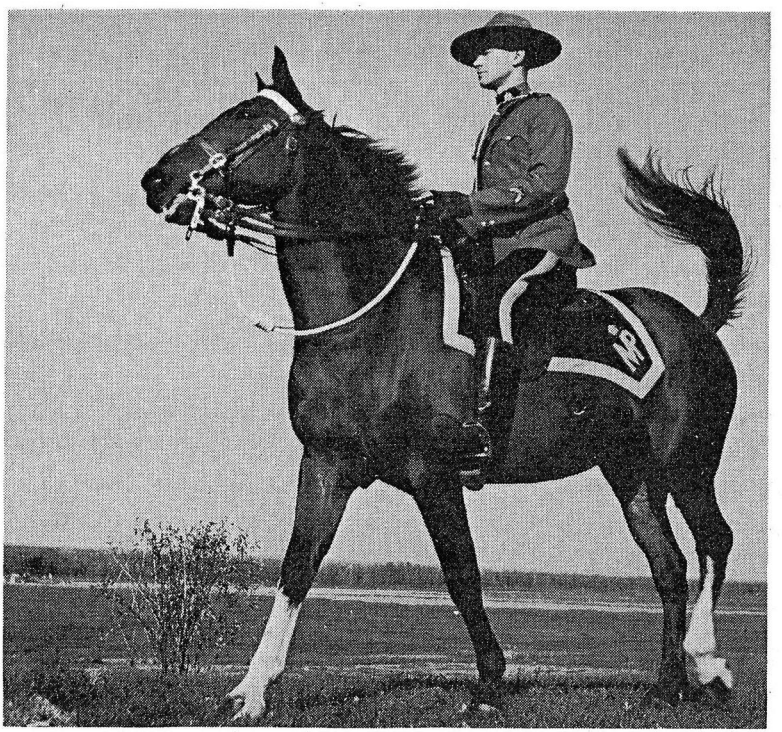
Parliament Hill, seat of the Federal Government in Ottawa

ways members of the House of Commons, the lower house of the Canadian Parliament and responsible to the elected representatives of the people in that legislature. Occasionally a Minister is a member of the Senate. The Prime Minister is the head of the Government and must command a majority in the House of Commons. Cabinet ministers administer departments of government.

134 Representation in the Commons is proportionate to population with a minimum number of representatives established for the Province of Prince Edward Island. The Senate is the other house of the Canadian Parliament with an appointed membership.

135 Government exists at three levels in Canada: the federal level, the provincial level and the local level. At all levels government is responsible and representative. Fields of responsibility are defined and the several governments operate within those fields.

136 Law within Canada is a divided responsibility within the federal system. All Canadians are subject to



The RCMP is the pride of all Canada

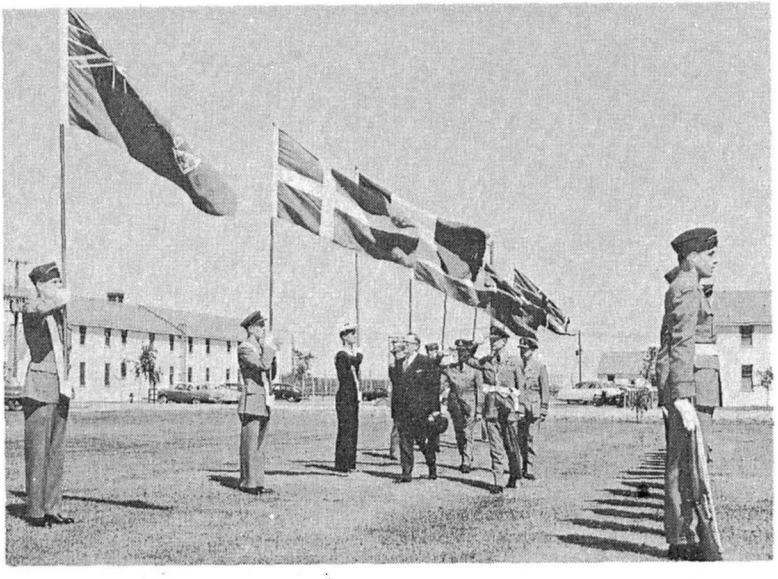
one criminal law as established by the Federal Parliament. This law is administered by courts at various levels. However, each province has jurisdiction over its own civil law and administers it within provincial courts. Nevertheless, everyone in any civil or criminal court action, has the right to appeal a decision to a higher court, the ultimate authority resting with the Supreme Court of Canada.

137 At the provincial level there is a Lieutenant-Governor, a Premier and Cabinet. Each province, with the exception of Quebec, has one elected legislative body called a Legislative Assembly. Quebec has an appointed Legislative Council in addition, comparable to the Senate on the federal level.

138 Matters affecting the country as a whole, such as international trade, defence, diplomatic relations, banking, currency, postal services, navigation and shipping, immigration, are federal responsibilities whereas matters of regional interest, such as education, property and civil rights, hospitals, municipal institutions, fall under provincial jurisdiction. Matters of local interest are dealt with by municipal or township councils.

Canada's International Relations

139 Of its own volition Canada remains a member of the Commonwealth of Nations. Canada, within the Commonwealth, enjoys equal rights with the United Kingdom and the other members. Cultural, economic and defence interests link Canada to the Commonwealth. The



Highlight of Defence Minister Campney's visit to RCAF Station Winnipeg, Manitoba, was inspection of a guard of honour of NATO students training in Canada. Mr. Campney is seen inspecting the colour party of NATO cadets.

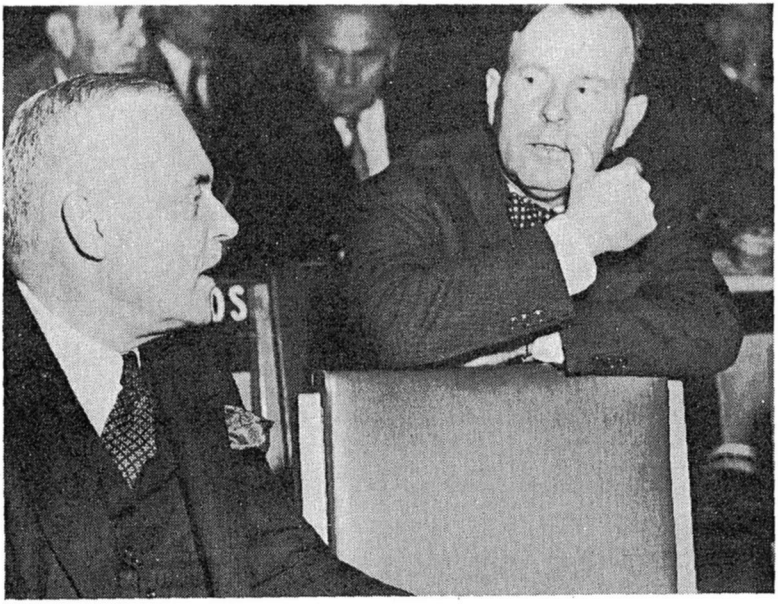
Commonwealth Air Training Plan in Canada during the Second World War was a tangible symbol of Commonwealth solidarity.

140 Canada has always been influenced by the fact that it lies alongside the United States for some 3,000 miles of its breadth—the famous *undefended frontier.* In dress, manner and social customs Canadians are not unlike Americans. Yet you may find Canadians more reticent than Americans. Canadians are an independent

people who, through an intricate interweave of European and North American customs, are quite distinct yet understanding both the European and American outlook. Canada has often played an interpretive role between the two and has been described as the *master-link* of Anglo-American relations.

141 In the United Nations too, Canada has taken an active part. Its voice has been heard in the debates of the General Assembly and Security Council. It has provided money and qualified personnel for technical assistance to under-developed countries and many United Nations Special Agencies. At the time of the Korean War Canada assigned an infantry brigade group, three destroyers and one air transport squadron to fight aggression there. Today, Canada is on the three-nation International Truce Commissions administering the Indochina cease-fire agreements. It also has representatives on the United Nations observer teams in Israel and Kashmir.

142 Canadians hate war. Nevertheless they are determined to shoulder their responsibility politically, economically, ideologically and militarily to protect their way of life from aggression. To this end Canada and the United States stand united in the defence of North America. Canada, with its allies, also stands within the framework of the North Atlantic Treaty Organization, in the defence of the Atlantic community. Canada's contributions to NATO are manifold but summarized briefly the Royal Canadian Navy has 36 ships immediately available



The Prime Minister, the Rt. Hon. Louis St. Laurent and the Secretary of State for External Affairs, the Hon. L. B. Pearson, represent Canada at a plenary session of the United Nations General Assembly

to act under NATO command, the Canadian Army (Regular) maintains a full brigade group in the Soest area in Western Germany, and the RCAF has a complete air division in Europe consisting of 4 wings (12 squadrons) equipped with F86V Sabre jet aircraft. In addition to providing Canadian staff officers for Combined Headquarters, Canada also shares a proportionate cost of infrastructure and supplies matériel for its allies and for

equipment stockpiling. Not the least of Canada's contributions is the NATO Air Training Plan whereby young potential aircrew, such as yourselves, come to this country for pilot or navigator training. To indicate just how NATO air forces fit into NATO's military structure (Europe) a chart has been included as *Appendix D.*

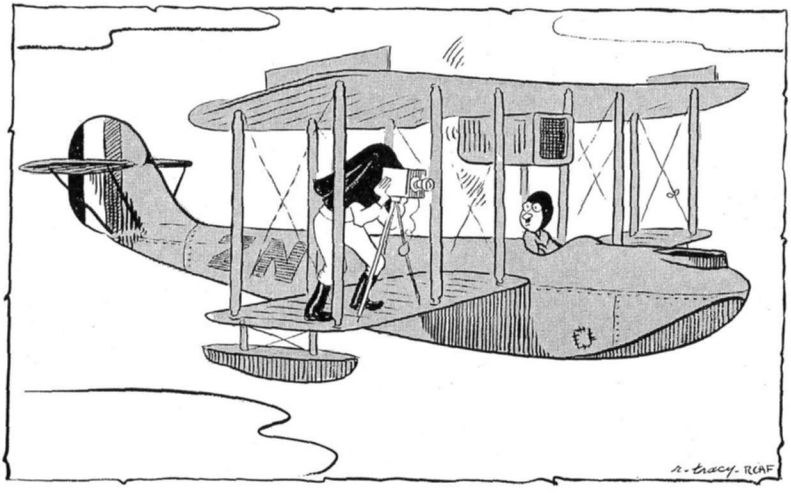
The RCAF and NATO Air Training

History of the RCAF

143 DURING THE FIRST WORLD WAR, 22,000 Canadians served in the Royal Naval Air Service and the Royal Flying Corps (later amalgamated as the Royal Air Force). More than 1,500 gave their lives. Two Canadian squadrons were formed in the RAF in 1918 and a Royal Canadian Naval Air Service was set up with stations at Halifax and North Sydney, Nova Scotia. At the end of the war the RCNAS was disbanded as were the two squadrons in 1920.

144 In 1919, the air defence of Canada was entrusted to an Air Board. A Canadian Air Force, non-permanent in character, was authorized in 1920. Its function was to give refresher training to former pilots, observers and airmen of the Royal Air Force in Canada.

145 In 1924, a new Permanent Force, the Royal Canadian Air Force, was created. It was administered



Air photographic surveying was one of the first jobs of the RCAF

under the Army's Chief of the General Staff. Its first work was that of photographic survey, patrolling forests and fisheries, helping to suppress smuggling, experimenting with air mail and a host of other duties. When war broke out three air commands had been set up and several airfields were under construction. Total man-power on 10th Sept 1939 was 4,071, organized into eight regular squadrons and 12 auxiliary squadrons. The RCAF at that time had 270 aircraft of which only 124 were operational types.

146 With the advent of the Second World War the RCAF underwent a tremendous expansion becoming the fourth largest air power amongst the Allies with its per-

sonnel numbering more than 200,000. It had 47 squadrons serving in Europe and Asia and 40 squadrons in Canada. For the first time in its history the RCAF formed a women's division of 17,000 women serving mainly in radio, clerical, medical and fighter control tasks.

147 One of the greatest single contributions the RCAF made to Allied victory was the British Commonwealth Air Training Plan—through that was won the *Battle of Training* which preceded victory in the air.

148 The Battle of Britain gave the RCAF its baptism of fire. Canadians went on to serve in day and night-fighter squadrons, bomber, pathfinder and transport squadrons as well as to shepherd Allied convoys across the dangerous waters of the Atlantic.

149 The largest RCAF component in the RAF was No. 6 Group of Bomber Command which began operations in January, 1943. Before the war ended, the Group's fourteen squadrons had dropped 126,122 tons of bombs. Another Canadian heavy bomber squadron served with the Pathfinder Force of No. 8 Group of Bomber Command. From June 1941, until April 1945, RCAF squadrons took part in most key heavy bomber attacks including "1,000-bomber" raids and pin-point "dam-busting" operations.

150 Flying with Fighter Command and Second Tactical Air Force were 20 RCAF day-fighter, fighter-recon-

naissance, fighter-bomber, night-fighter and intruder squadrons. They helped to defend Britain, attacked land and sea targets and gathered photographic and visual information for planning the invasion of Normandy. After D-Day, 15 RCAF squadrons crossed to the continent to give close support to the Allied Armies. Still another Canadian fighter squadron fought with the Desert Air Force of the RAF.

151 In Coastal Command five RCAF squadrons helped to fight the Battle of the Atlantic, guarding allied convoys, searching for submarines and harassing enemy shipping from Norway to the Bay of Biscay. A Canadian squadron based in Ceylon did similar work in the Indian Ocean.

152 One RCAF transport squadron served in Northwest Europe and two in Burma, the former taking part in the airborne operations at Arnhem and the latter two carrying supplies and troops for the 14th British Army.

153 Canadians also served as ground crews in the RCAF and Allied Air Forces in the field. During the Second World War 17,100 RCAF personnel gave their lives.

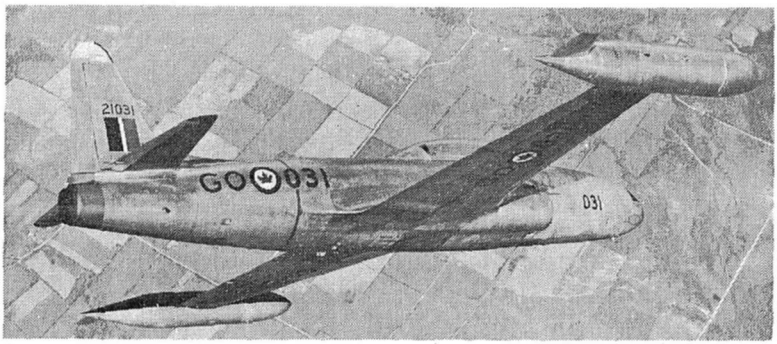
154 After the war the RCAF was drastically reduced in size to meet limited peacetime commitments. However, with the development of a Communist threat to Western Europe the RCAF undertook an expansion in

1948 which today reflects a total strength of over 47,000. In 1949, Canada entered into NATO and agreed to supply a complete air division to the 4th Allied Tactical Air Force in Western Europe. This commitment was met on time and will be sustained. In addition, the RCAF's Maritime Group has become part of the Atlantic Command of NATO (SACLANT) and its squadrons today guard parts of the North Atlantic.

155 With the outbreak of Communist aggression in Korea, Canada committed one RCAF transport squadron to provide an airlift from North America to Japan. With the completion of this Korean airlift nearly four years after its inception 1,200 Pacific crossings had been flown including 13,000 personnel and 7 million pounds of freight without a single loss of life or cargo. In addition a number of RCAF fighter pilots served with the United States Air Force in Korea's famous "MIG Alley".

156 In Canada all-weather fighter squadrons, linked with a radar early-warning and aircraft control units, defend the North American continent. A Ground Observer Corps has been set up to supplement this organization.

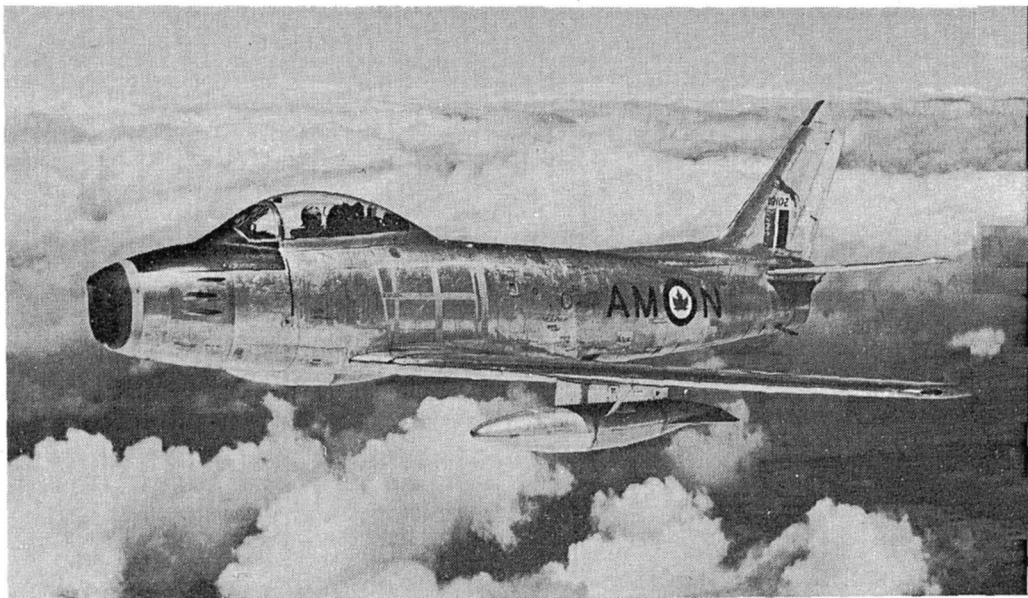
157 From a command standpoint the RCAF no longer accepts geographical area as the basis for command, but rather stresses functional criteria. Thus today it has Training Command, Air Matériel Command, Air Transport Command, Air Defence Command, Tactical Air Command and Maritime Air Command.

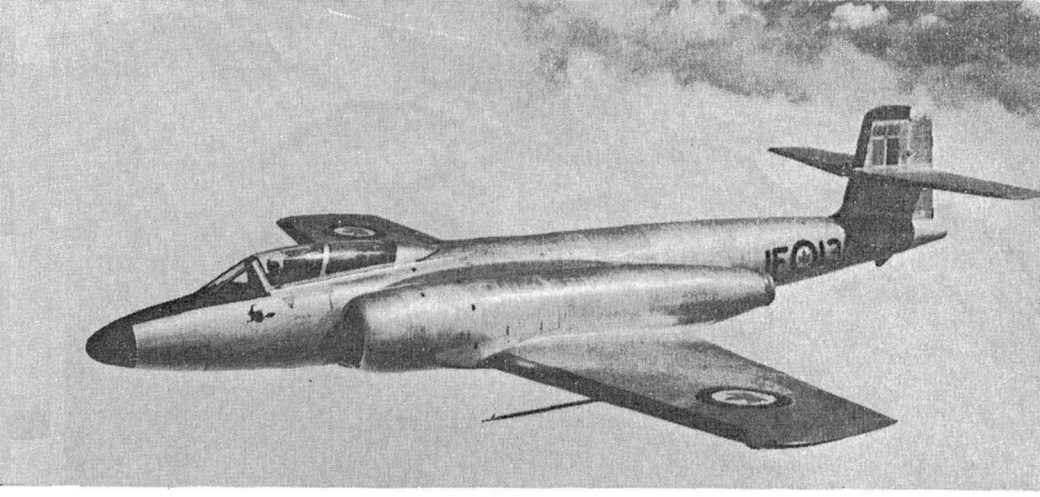


RCAF T-33 (Silver Star) jet trainer

158 Keeping pace with organizational changes the RCAF is gradually becoming an all-jet operational air force with F86V (Sabre), T33 (Silver Star), CF100 (Canuck) and Comet 1-A aircraft. It was the first air force in the world to acquire jet transports.

RCAF F-86 (Sabre) jet fighter





RCAF CF-100 (Canuck) all-weather fighter

NATO Air Training Plan

159 During the Second World War the RCAF gained considerable experience in mass aircrew training while operating the British Commonwealth Air Training Plan. This Plan, conceived in December 1939, required the RCAF to establish 74 flying schools, ground training schools, personnel depots and other units to produce 1,464 trained aircrew (pilots, observers, wireless operators—air gunners) every four weeks. For many months this scheme absorbed the major efforts of the RCAF and, despite seemingly insurmountable handicaps, the Plan was fully operational 7 months ahead of schedule. When the Plan terminated (in March, 1945) 131,533 aircrew personnel from Canada, United Kingdom, New Zealand, Australia, France, The Netherlands, Belgium, Norway, Poland and Czechoslovakia had graduated—an average of 2,230 per month.

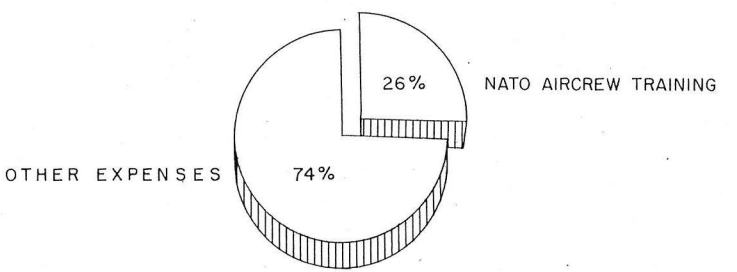
Air Marshal C. R. Slemon, Chief of the Air Staff RCAF, chats with NATO aircrew students

160 Much of the experience gained in operating the BCATP was applied to the planning of the current NATO Air Training Plan. Since the inception of the present Plan to 31st March, 1954, a total of 1,004 pilots, and 1,757 navigators from Belgium, Denmark, France, Italy, The Netherlands, Norway, Portugal, Turkey and the United Kingdom had been trained for NATO. An additional 929 NATO students are undergoing training at the time of writing. To 31st March, 1954, this training cost Canada $228 million, an average of $82,600 per student.

161 Canada has agreed to train up to 1,200 aircrew for NATO a year. It is estimated this commitment will

involve a continuing cost of $59 million annually, an average cost of $49,100 per student. The RCAF is confident NATO strength can be quickly and effectively built up through air power and is bending its efforts towards this goal.

162 You can appreciate mass training tends to impersonalize instruction and administration to a certain extent. This is unfortunate but unavoidable if the ultimate objective is to be achieved. Some arrangements may not be entirely to your personal liking. However, in most cases they have been found to be the only workable ones. Your air force and the RCAF solicit your co-operation. During your stay in Canada you will be given the best in aircrew training and you will enjoy a high standard of living.

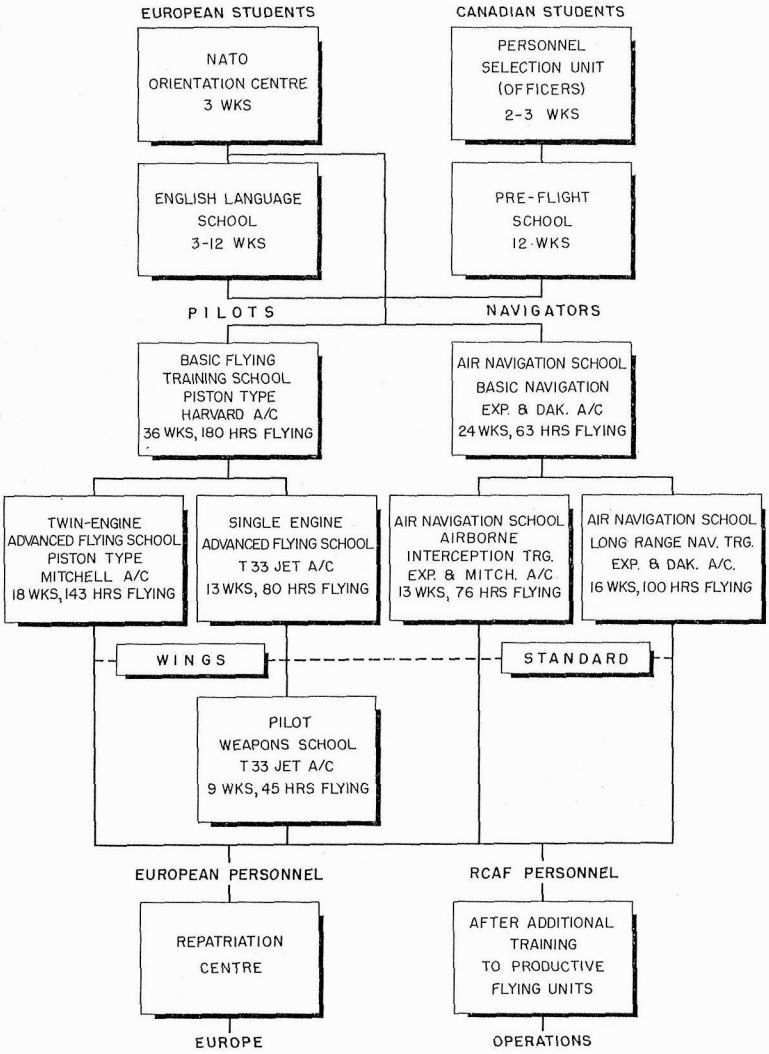


CANADA'S MUTUAL AID EXPENDITURES
FOR NATO TO 31 MARCH 1954 TOTAL $866.11 MILLIONS

163 The organization of the NATO Air Training Plan is straightforward. On arrival in Canada you will be met by RCAF personnel and despatched to the NATO Reception Centre. For those who have not completely mastered spoken English some language training will be provided. After leaving this initial training, pilots and navigators are separated. Pilots go in turn to flying training school, single-engine advanced flying school and pilot weapons school. Some pilots are selected for twin-engine advanced flying school at the completion of flying training school. Navigators go to the navigation school and take two course during their time there, a basic navigation course followed by either a long-range navigation course or an airborne interception course. Upon completion of your flying or navigation instruction you will be presented with a NATO Wing symbolic of aircrew status and will either be posted to the NATO Repatriation Centre to await transportation arrangement to your home country or be posted directly home from your last station.

164 Course lengths vary depending on whether or not you require language training during the initial stages and whether or not you are recoursed (set back a class) at one of the schools for flying, academic or health reasons. However, it has been found navigators usually require 10 to 12 months to complete their training and pilots about

NATO AIR TRAINING IN CANADA


EUROPEAN STUDENTS
CANADIAN STUDENTS
NATO ORIENTATION CENTRE 3 WKS
PERSONNEL SELECTION UNIT (OFFICERS) 2-3 WKS
ENGLISH LANGUAGE SCHOOL 3-12 WKS
PRE-FLIGHT SCHOOL 12 WKS
PILOTS
NAVIGATORS
BASIC FLYING TRAINING SCHOOL PISTON TYPE HARVARD A/C 36 WKS, 180 HRS FLYING
AIR NAVIGATION SCHOOL BASIC NAVIGATION EXP. & DAK. A/C 24 WKS, 63 HRS FLYING
TWIN-ENGINE ADVANCED FLYING SCHOOL PISTON TYPE MITCHELL A/C 18 WKS, 143 HRS FLYING
SINGLE ENGINE ADVANCED FLYING SCHOOL T 33 JET A/C 13 WKS, 80 HRS FLYING
AIR NAVIGATION SCHOOL AIRBORNE INTERCEPTION TRG. EXP. & MITCH. A/C 13 WKS, 76 HRS FLYING
AIR NAVIGATION SCHOOL LONG RANGE NAV. TRG. EXP. & DAK. A/C. 16 WKS, 100 HRS FLYING
WINGS
STANDARD
PILOT WEAPONS SCHOOL T 33 JET A/C 9 WKS, 45 HRS FLYING
EUROPEAN PERSONNEL
RCAF PERSONNEL
REPATRIATION CENTRE
AFTER ADDITIONAL TRAINING TO PRODUCTIVE FLYING UNITS
EUROPE
OPERATIONS

14 to 16 months including pilot weapon training. The training flow chart included shows you the various stages of training through which you will proceed.

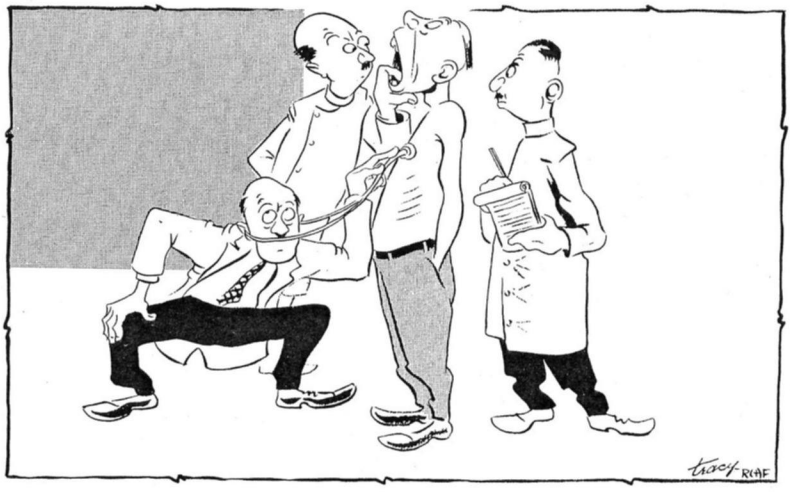
The Reception Centre

165 Your long journey will come to an end when you reach RCAF Station London, eight miles east of one of Canada's finest cities, London, Ontario.

166 The city of London, with a metropolitan area population of 121,500 persons, is perhaps the first Canadian city you will get to know well. At the confluence of the north and south branches of the Thames River it is reputed to be one of the most picturesque cities of Canada. It is the regional cultural, financial and marketing centre of Southwestern Ontario.

167 After wartime operation as an air observer school and elementary flying training school RCAF Station London was subsequently used as a temporary base for training University Reserve Flight Cadets and for a reserve squadron. It became a permanent base in 1950.

168 Here you will become part of the NATO Wing, No. 1 RCAF Officers' School. Documents pertaining to your training will be created and you will be given a thorough medical and dental examination to ensure you are in the best of health for the rigorous training which lies ahead of you.



You will be medically examined on arrival

Orientation

169 Once the necessary documentation has been successfully accomplished you will spend approximately three weeks undergoing orientation training.

170 Orientation training is designed to give you an intensive, yet high-speed adjustment to the Canadian scene — the Canadian way of doing things and the RCAF, its regulations, customs, drill and system of training. You will be given lectures and reading material as well as shown films on the history, geography, economy, political institutions, people and social customs of the country.

171 Three weeks is not long for an educational type of course. It is only 120 formal working hours and 30 of those are used up in drill and sports activities.

172 In addition, your instructors will organize excursions for you from RCAF Station London to seats of cultural and industrial interest in Southern Ontario. Both the formal training and the excursions are flexible enough to shift the emphasis to suit the tastes and interests of a particular course.

Regulations

173 During orientation you will be given a review of RCAF regulations inasmuch as they will apply to you.

(*a*) *Finances*

Your own air force will be responsible for your selection and transportation to North America. Although your parent service will continue to provide your pay and allowances, other expenses such as your tuition, your travel expenses on duty in Canada, your quarters and rations in kind, hospital and dental services will be borne by the RCAF. Personnel, other than RAF, should make suitable banking arrangements or arrangements with their country's air attaché in Ottawa for receipt of their pay and allowances in Canadian funds. Arrangements for RAF students will be made between the

United Kingdom Senior Liaison Staff and AFHQ (DAF) and students will be notified accordingly. Rations in kind only will be issued. NATO students on leave are not entitled to an RCAF ration allowance.

(*b*) *Discipline*

Personnel of all NATO countries while in Canada for training are:

(i) subject to the civil law and the Criminal Code of Canada;

(ii) to perform the normal unit duties of Canadian officers which courses of training may require, except orderly officer duties, membership on courts martial or boards of inquiry and mess or institute appointments.

NATO students, other than RAF, will:

(iii) abide by the National Defence Act and Regulations of the RCAF, except that they will not be subject to punishment under the National Defence Act by RCAF authorities;

(iv) have powers of command over RCAF personnel (but not for purposes of discipline and punishment) only when such command and control fall within the scope of, and is necessary during the course of, their training.

RAF students will:

(v) be attached as individuals to the RCAF under Sec. 6, the Visiting Forces (British Commonwealth) Act, 1933, and are subject to the National Defence Act and Regulations of the RCAF. They may be dealt with by RCAF authorities; RAF students, although probationary P/Os, may be treated as Flight Cadets of the RCAF in respect of offences relative to their training.

(vi) have powers of command over RCAF personnel as if they were members of the RCAF of relative rank.

If any NATO student shows a serious disregard for RCAF Regulations or wilful disobedience of local orders, the CO of the unit to which he is attached will report the circumstances immediately to higher authority and, at his discretion, suspend the student concerned from further participation in the training scheme, pending adjudication of the case. Air attachés are the senior representatives of their air forces in Canada and have full disciplinary powers over their own air personnel in Canada.

(*c*) *Leave*

Annual leave as provided for in RCAF Regulations and Orders is not to be granted. Students are, however, to be granted such special leave as is contained in the syllabus of training. Personnel wishing to take other leave in Canada either prior to or at the conclusion of their training must obtain permission to do so, in writing, from the authorities of their respective countries before leaving for Canada, or at least three months prior to the termination of their training period in Canada. The RAF will issue to their students one free leave transport warrant.

(*d*) *Liaison*

Students (other than RAF, who will communicate with the RAF through normal RCAF channels) may maintain direct liaison with their parent air force through their air attachés, as shown in *Appendix E*, with the exception that matters affecting or pertaining to the RCAF are to be forwarded to the respective air attaché through the unit CO and the normal RCAF channel of communication. For students whose country provides a liaison officer, national matters should be referred to him.

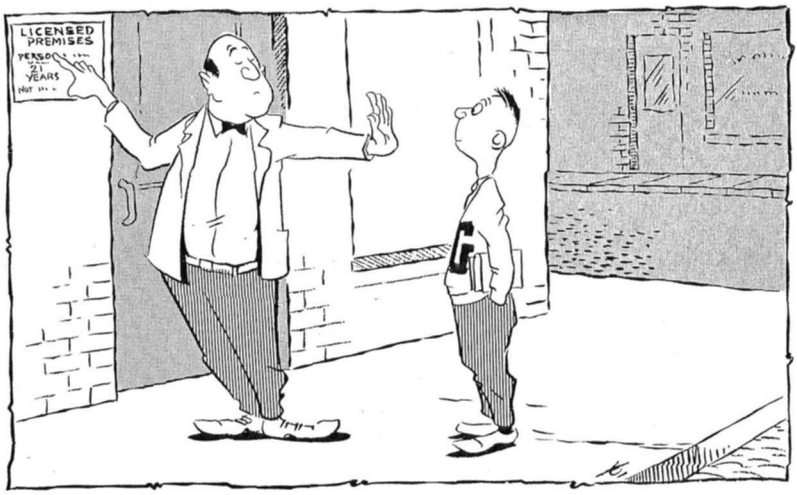
(*e*) *Complaints and Grievances*

All complaints and grievances applicable to RCAF matters, from NATO students should be submitted to the unit CO. If redress is not granted, the CO will forward details of the complaint or grievance to the air attaché concerned through normal RCAF channels. All complaints of a purely national character may be forwarded to the air attaché of his country by the complainant directly.

(*f*) *Alcoholic Beverages*

Liquor laws in Canada are rigidly enforced. All alcoholic beverages fall under laws laid down by the provinces and vary from coast to coast. Persons under 21 years of age are not allowed to consume alcoholic beverages.

In Ontario, Manitoba, Saskatchewan and Alberta, the provinces where you will train, alcoholic beverages are sold in Government stores to holders of authorized permits. Exceptions to this generality are Ontario where wines are sold separately and Saskatchewan where no permit is required. Some provinces have *Lounge Licences* which permit the consumption of beer, wines or spirits without food. Others require that alcoholic drinks may not be served without a meal. Still others authorize the sale of beer only for public consumption on the premises where it is purchased.



Minors cannot enter places that sell alcoholic beverages

RCAF Ranks

174 Commissioned officer rank insignia within the RCAF are worn on the forearm or shoulder depending upon the pattern of uniform. Non-commissioned officers' and men's rank insignia are invariably worn on the upper arm with the exception of the two classes of Warrant Officer who wear their rank on the forearm. An Air Marshal is equivalent to a Lieutenant-General, a Group Captain to a Colonel, a Flight Lieutenant to a Captain, and a Pilot Officer to a 2/Lt. Upon your arrival at the RCAF Reception Centre you will be given a booklet showing equivalent ranks within NATO which will aid you in familiarizing yourself with allied air force ranks.

R.C.A.F. Officers' Insignia

Air Marshal

Air Vice-Marshal

Air Commodore

Group Captain

Wing Commander

Squadron Leader

Flight Lieutenant

Flying Officer

Pilot Officer and Flight Cadet

Air Officer's Cap Badge

Officer's Cap Badge

R.C.A.F. Airmen's Insignia

Warrant Officer
Class 1 (lower sleeve)

Warrant Officer
Class 2 (lower sleeve)

Flight Sergeant
(upper sleeve)

Sergeant

Corporal

Leading
Aircraftman

Cap Badge
WO Class 1

Cap Badge
WO Class 2, NCO,
and Airman

Flight Cadet Organization

175 When you arrive at a flying training school or the air navigation school you will become a member of the Flight Cadet organization. This organization, designed to give leadership training, is a system of *student government.* All NATO personnel of the rank of Pilot Officer or below have been granted Flight Cadet status and participate equally in the organization. Those students from NATO who hold the comparative rank of Flying Officer or above, are not considered to be undergoing leadership training and are administered by the staff.

176 Subject to the size of the training unit, the Flight Cadet organization is usually a *wing formation.* The positions of authority in this organization are held by members of the senior course, elected by their fellow classmates. The powers of authority and the responsibilities of the senior course are clearly defined, and the whole organization is closely supervised by staff officers.

177 The training mess is also governed by elected members of the senior course who are held responsible by staff officers for the mess and social functions for all students.

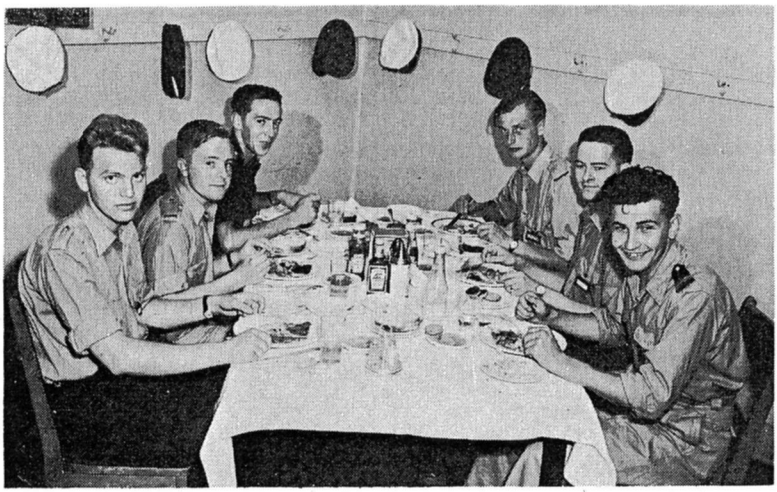
178 Through the medium of the Flight Cadet organization, all students, while undergoing training, are given equal opportunity to develop leadership qualities and to learn more of the requirements of the junior officer. At the same time, the staff, through this representative student

NATO aircrew students examine squadron badges in a Flight Cadets Training Mess

body, is kept aware of current problems confronting students, and are able to implement improvements to the training program.

Messing and Accommodation

179 Because of the large numbers now undergoing training it has been necessary for the RCAF to set up, on some stations, separate officers' training messes. These are independent of the station Officers' Mess, which was built to accommodate permanent station staff only. However, they afford duplicate facilities. Their lounge or



NATO students enjoy wholesome Canadian meals

ante-room is spacious and well-furnished and the dining room has the best in wholesome Canadian food, usually offered cafeteria (self-service) style.

180 Accommodation was also at a premium when NATO aircrew students started to arrive in Canada. On some stations it still is. At RCAF Station London you will be quartered in renovated barrack blocks, comparable to quarters used by RCAF personnel of No. 1 RCAF Officers' School. At other stations, where new accommodation has been built, you will be quartered four to a room. This arrangement has been satisfactory in the past and has led to broader ties within NATO and many fast friendships.

181 In matters affecting the Flight Cadet organization, accommodation and integration you may find that it is not always possible to achieve completely what is described here. If you find differences they will have been caused by changes in the training program itself.

Recreation

182 Morale, considered an important factor in the RCAF, results from a composite of leadership, training, rations, quarters, recreation, etc. To this end wholesome recreational activity is available at every station in the form of sports, dances, films, libraries, canteens, coffee-shops and snack bars.

Ice hockey is Canada's national sport

183 Equipment is provided at all stations for the popular sports such as baseball, hockey, basketball, volleyball and soccer. Soccer boots are, however, not provided. Boxing is popular at some stations. Hunting and fishing, in season, are popular although equipment is not provided by the RCAF.

184 Both on the station and at local Young Women's Christian Associations (YWCA) dances will be held where you will meet many fine Canadian girls your own age. Canadian girls enjoy dancing and are usually not shy about active participation in a party. Although friendly by nature, the Canadian girl has been raised in a country with a strict moral code; it would be unwise to believe her social grace and charm anything but genuine friendliness.

185 Most stations are on a circuit for first class films and canteens stock most of the everyday necessities. Spiritual welfare is not neglected as both Roman Catholic and Protestant chaplains hold weekly services on stations and are available for consultation throughout the week.

Language School

186 One of the first things that will be strange to you will be an official welcome to RCAF Station London in English. Subsequent instruction will all be in English and you are encouraged to speak English with your countrymen and other students.

Language training over an intercommunication system

187 Within NATO all nations have agreed to use one operational language, English. You have all had varying degrees of academic training in English, but with the exception of RAF trainees, few of you have had an opportunity to master conversational English. To this end you are encouraged to speak it right from the start. If at any time you fail to understand any instructions given to you by all means ask to have the instructions repeated. Do not guess at the answer, particularly if it concerns flying instruction. Your instructors are anxious to assist you in mastering the language. Use them to your advantage.

188 Near the completion of your three weeks orientation training your instructors will assess your proficiency in conversational English. If you require no further language training then you will be posted directly to one of the aircrew training schools.

189 On the other hand, those requiring additional language instruction will be posted to the language school, also located at RCAF Station London, for a 3, 6, 9 or 12-week course depending upon requirements. Upon graduation from the language school students are then posted to an aircrew training school and become part of the regular flow of personnel under training.

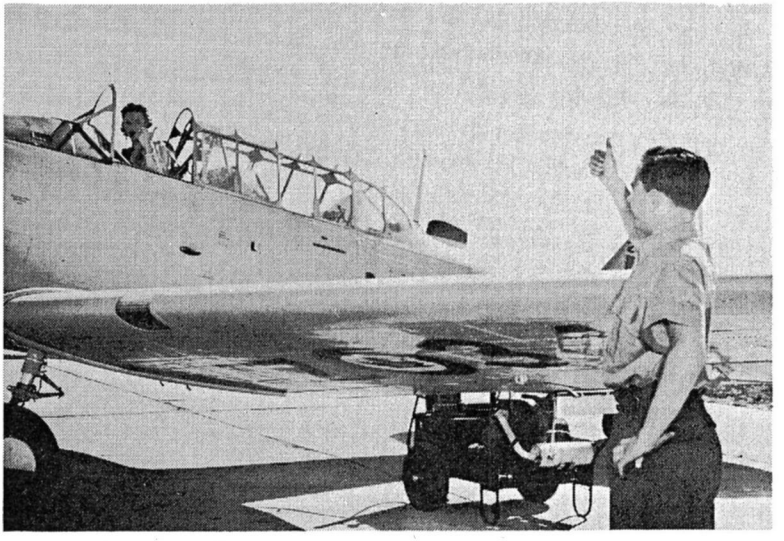
A pilot receives Link Trainer instruction

Pilot Training

190 On leaving either the Orientation School or the Language School those students selected for pilot training will proceed to one of four flying schools. Here they will receive 36 weeks of instruction on Harvard aircraft, flying a total of 180 hours.

Flying Training Schools

191 (*a*) *RCAF Station Centralia, Ontario:* Set up in 1942 as a service flying training school it is today the home of No. 1 Flying Training school and No. 1 Instrument Flying School.



Basic pilot training is carried out on Harvard aircraft

It is situated about 30 miles north of London, Ontario, near one of Ontario's favourite summer resorts, Grand Bend.

(*b*) *RCAF Station Moose Jaw, Saskatchewan:* Located in the most productive grain belt of the Canadian Prairies this station is near the city of Moose Jaw and 40 miles from Regina, capital of the province. An RAF Station under the British Commonwealth Air Training Plan, it is today No. 2 Flying Training School.

(*c*) *RCAF Station Claresholm, Alberta:* Like Centralia this wartime service flying training school became inactive after the war. Today this station, nestled in the foothills of the Rocky Mountains, operates No. 3 Flying Training School. It is 40 miles from Lethbridge and 75 miles from the famous stampede town of Calgary.

(*d*) *RCAF Station Penhold, Alberta:* Penhold has been manning depot, service flying training school and disbanded station. It now operates No. 4 Flying Training School. Occasionally this station experiences the phenomenon of the *Chinook*—a warm wind ameliorating the winter frosts from time to time. It is within easy distance of Edmonton, capital of the province and oil capital of Canada.

Advanced Flying School (Single Engine)

192 Upon graduation from flying training school you will be posted to either a single-engine or twin-engine advanced flying school. RCAF Stations Gimli and Portage la Prairie will receive those posted for single-engine jet training on T33 (Silver Star) aircraft. Here you will spend 13 weeks doing 80 hours flying.

(*a*) *RCAF Station Portage la Prairie, Manitoba:* The wartime home of No. 14 Elementary Flying Training School, No. 7 Air Observers School and No. 3 Air Navigation School, it was abandoned after the war only to be re-

On completion of his first solo a pilot loses his tie and gets a thorough soaking from a fire hose by his fellow students

Jet student pilots train on T-33 aircraft

opened in Sept. 1952 to accommodate No. 2 Advanced Flying School. Popularly referred to as *Southport,* this station is within easy reach of nearby Portage la Prairie and its beautiful recreation centre, Island Park.

(*b*) *RCAF Station Gimli, Manitoba:* Initially a service flying training school it became one of the largest air training schools under the BCATP. Located on the shores of Lake Winnipeg near a resort town of the same name, it is only 50 miles from Winnipeg. Today this station operates No. 3 Advanced Flying School.

Advanced Flying School (Twin Engine)

193 Those selected for twin-engine flying school will go to RCAF Station Saskatoon, Saskatchewan for 18 weeks of 143 flying hours on Mitchell aircraft.

RCAF Station Saskatoon, Saskatchewan: Operated for nearly five years under the British Commonwealth Air Training Plan, at the 'Hub of the West' and centre of Canadian grain production, the Saskatoon aerodrome site became Station Saskatoon in October 1950 and the home of No. 1 Advanced Flying School. Canada's first night fighter squadron (No. 406) was adopted by the city and still flies out of Saskatoon as an auxiliary unit.

Pilot Weapons School

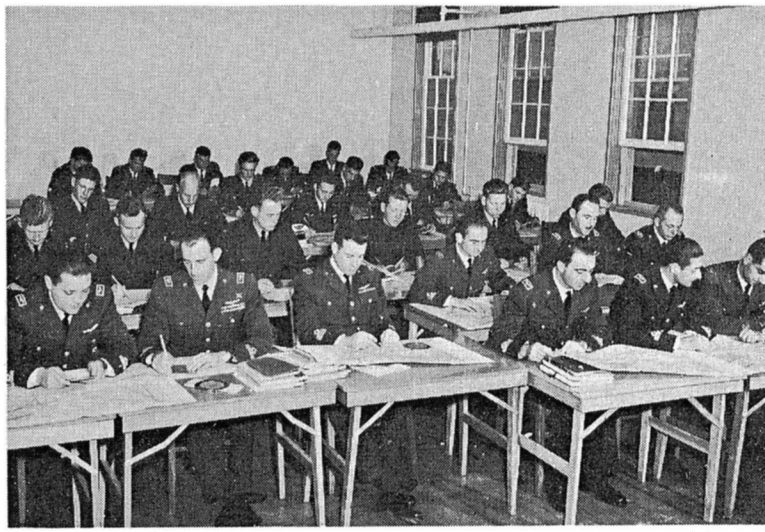
194 For those countries requiring pilot weapon training on single-engine jet aircraft a school is operated at *RCAF Station MacDonald, Manitoba.* As No. 3 Bombing and Gunnery School during the war it later became No. 1 Air Gunnery School and is today No. 1 Pilot Weapons School. It is situated in the heart of Manitoba's richest farm land near Portage la Prairie. Here students fly 45 hours during nine weeks, learning pilot weapon use and tactics.

Single-engine pilots spend nine weeks on pilot weapon training

Navigation and Air Interception Training

195 On leaving either the Orientation School or the Language School, students selected for navigation or air interception training will proceed to No. 2 Air Navigation School at RCAF Station Winnipeg, Manitoba. Winnipeg was one of six existing bases on the founding of the RCAF in 1924. It is located near Canada's fourth largest city, Winnipeg, which has a variety of recreational and cultural outlets.

196 In September, 1954, RCAF Station Winnipeg expanded, becoming responsible for all non-operational navigation, air interception, and radio officer training in



NATO navigation training

the RCAF. All students in these three aircrew trades now receive a common basic course before receiving applied training in a specific trade.

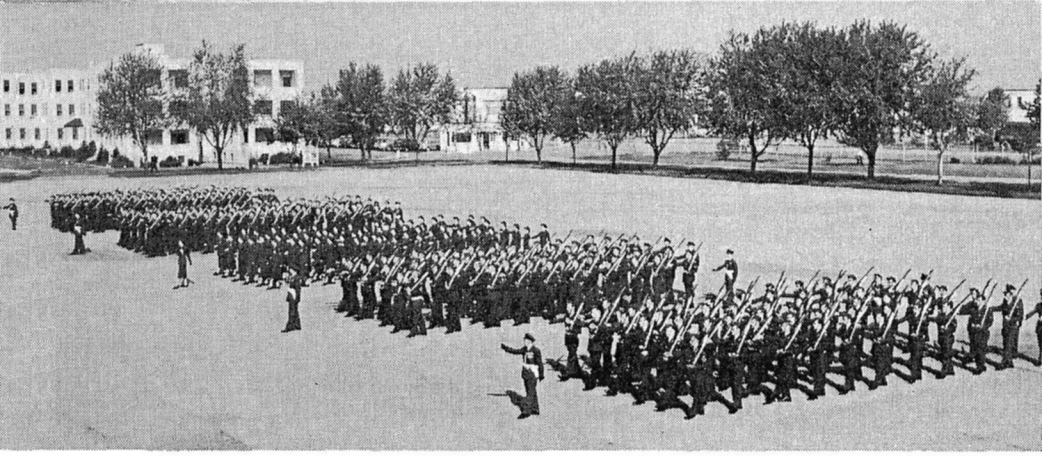
197 NATO students posted here will all take the common 24 week basic navigation/radio course during which time they will receive 63 hours flying training in Expeditor and Dakota aircraft. Upon completion of the basic course they will take either the applied navigation course of 16 weeks' duration which includes 100 hours flying in Expeditor and Dakota aircraft, or the applied air interception course of 13 weeks' duration which includes 76 hours flying in Expeditor and Mitchell aircraft.

A NATO navigation flight

Wings Parades

198 Pilots at the end of advanced flying school and navigators at the end of navigation school are awarded special NATO aircrew wings by the RCAF. These are presented to NATO students only and are a tangible sym-

The Expeditor aircraft is used for navigation training



A Wings Parade

bol of their training achievement in Canada. Whether or not you will be permitted to wear them with your uniform will be governed by your own air force regulations.

199 Final graduations are known as Wings Parades. Friends and dignitaries are invited to these passing-out parades. It will probably be your crowning achievement during service in Canada.

Repatriation

200 After your tour of duty in Canada you may be posted to RCAF Station Lachine, not far from Montreal to await repatriation to your home country. Sometimes graduates are despatched from their last training station direct to their home country. Homeward transportation arrangements are made by your own air force. Your training will be behind you and soon you will take your place in NATO—the bulwark of Western Defence.

APPENDIX A

Minimum List of Clothing and Equipment Items Required by the RCAF (Regular Force) for Service in Canada

Bag, kit large	ea 2
Belt, leather black	ea 1
Braces	pr 1
Brushes, boot polishing	ea 1
Brushes, button	ea 1
Brushes, shaving	ea 1
Brushes, tooth	ea 1
Comb, hair	ea 1
Gloves, leather brown (lined)	pr 1
Holdalls (for small items)	ea 1
Housewives (for repairing items of dress)	ea 1
Kits, razor	ea 1
Shirts, blue	ea 6
Shirts, khaki, cotton	ea 5
Shirts, under summer, knit	ea 4
Shorts, under summer	ea 4
Socks, heavy or light weight	pr 10
Stick, button plastic	ea 1
Ties, black	ea 2
Towels (2 hand and 2 bath towels)	ea 4

Jackets, khaki service dress (for summer)	ea 2
Trousers, khaki service dress	pr 2
Caps, field service	ea 2
Overcoat	ea 1
Blouse, blue (working dress)	ea 2
Trousers, blue (working dress)	pr 2
Jacket, serge blue (ceremonial)	ea 1
Trousers, serge blue (winter dress)	pr 1
Drawers, woollen	pr 3
Mitts, winter (for issue when protection afforded by gloves inadequate)	pr 1
Raincoat	ea 1
Shirts, woollen	ea 3
Sweater, high neck	ea 1
Overshoes, black	pr 1
Rubbers, black	pr 1
Shorts, gymnasium	pr 2
Singlet, gymnasium	ea 2
Trousers, field, summer long (worn when protection required for other items of dress because of nature of employment)	pr 2
Badges	as required
Boots, leather, ankle	pr 2
Shoes, gymnasium	pr 1
Shoes, leather	pr 1

Note: *It is suggested that NATO personnel should be similarly equipped with items of dress of the pattern approved by their own air force according to the above scale.*

APPENDIX B

Selected Weights and Measure Equivalents

Canadian Weights	*Equivalent Values*
16 ounces (oz) = 1 pound (lb)	1 lb = 453·59 grams
100 lbs = 1 hundredweight (cwt)	1 kilogram = 2·2046 lbs
20 cwt = 1 ton (short)	
2,240 lbs = 1 ton (long)	

Canadian Linear Measurement	*Equivalent Values*
12 inches (in) = 1 foot (ft)	1 inch = 2·54 centimetres
3 feet = 1 yard (yd)	1 metre = 39·37 inches
5,280 feet = 1 mile	1 mile = 1·609 kilometres
1,760 yards = 1 mile	1 kilometre = 0·62 miles

Canadian Area Measurement	*Equivalent Values*
144 sq in = 1 sq ft	1 sq yd = ·836 sq metres
9 sq feet = 1 sq yd	1 acre = ·404 hectares
4,840 sq yds = 1 acre	1 sq metre = 1·196 sq yds
640 acres = 1 sq mile	1 hectare = 2·47 acres

Canadian Capacity Measurement	*Equivalent Values*
2 pints = 1 quart	1 quart = 1·14 litres
4 quarts = 1 gallon	1 gal = 4·55 litres
2 gallons = 1 peck	1 bushel = 36·4 litres
4 pecks = 1 bushel	1 litre = 1·8 pints

Canadian Volume Measurement	*Equivalent Values*
1,728 cu in = 1 cu ft	1 cu in = 16·39 cu cm
27 cu ft = 1 cu yd	1 cu m = 1·308 cu yds

Miscellaneous Terms

1 dozen = 12 similar articles	1 score = 20 single things
1 gross = 12 dozen	1 quire = 24 sheets (paper)

Temperature Conversion Table

Centigrade Scale		*Fahrenheit Scale*
100 °	Boiling Point of Water	212 °
90		194
80		176
70		158
60		140
50		122
40		104
30		86
20	Room Temperature	68
10		50
0	Freezing Point of Water	32
–10		14
–20		–4
–30		–22
–40		–40

To convert Centigrade to Fahrenheit: Multiply by 9, divide by 5, add 32.

To convert Fahrenheit to Centigrade: Subtract 32, multiply by 5, divide by 9.

APPENDIX C

Canadian Food Tendencies

1. Idealized Meal Pattern

Breakfast

Citrus fruit or juice
Whole grain cereal with milk
Bread with butter or fortified margarine
Egg or other protein food (if desired)
Beverage—milk for children

Lunch
(noon) or Supper (evening)

Cheese, egg or other protein food
Vegetable
Bread with butter or fortified margarine
Dessert
Beverage—milk for children

Dinner
(noon or evening)

Meat, fish or poultry
Potato—Other vegetable(s)
Bread (if desired)
Fruit or fruit dessert
Beverage—milk for children

2. Sample Menu of French-speaking Canadians

Breakfast

In cities breakfasts are similar to that shown on English-speaking menu
In the rural areas a favourite dish for breakfast is:
Buckwheat pancakes with sausages,
maple sugar or syrup
Tea or coffee

Dinner

Pea or cabbage soup
Boiled or Roast Dinner
Veal, lamb and pork
or
Ragout of pigs' feet with meat balls
Carrots, turnips, string beans, cabbage
and potatoes
Bread and butter
Apple, raspberry, blueberry, rhubarb pie (spring)
and pumpkin (autumn)
Tea or milk

Supper

Omelet with squares of salted pork
or
Tourtière (meat pie)
Creamed potatoes
Bread and butter
Hot biscuits with maple syrup
Tea or milk

3. Sample Menu of English-speaking Canadians

Breakfast

Fruit or fruit juice
Hot or dry cereal
Bacon and eggs
Toast and marmalade
Coffee or milk

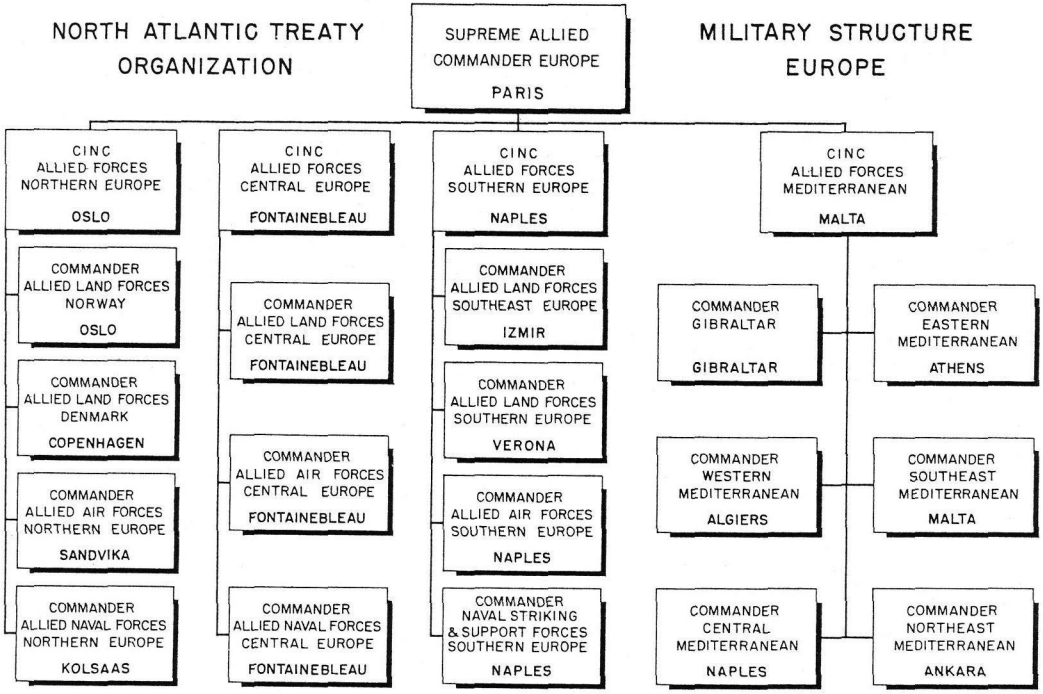
Lunch

Soup
Mixed grill (meats)
French fried potatoes and glazed carrots
Bread and butter
Fruit and cake
Tea or coffee

Dinner

Steak and onions
Mashed potatoes and peas
Bread and butter
Apple pie with cheese or ice cream
Tea or coffee

APPENDIX D



Geographical Branch Dept. of M. & T. S. 1954

APPENDIX E

Where to Communicate with Air Attachés in Canada

Belgium	Air Attaché Belgian Embassy 170 Laurier Ave East OTTAWA, Ontario Telephone: 2-0848
Denmark	*Air Attaché Legation of Denmark 451 Daly Avenue OTTAWA, Ontario Telephone: 4-0704
France	Air Attaché French Embassy 42 Sussex Street OTTAWA, Ontario Telephone: 3-5681
Germany	†Air Attaché Embassy of Germany 580 Chapel Street OTTAWA, Ontario Telephone: 2-1101
Italy	Air Attaché Italian Embassy 162 Carling Avenue OTTAWA, Ontario Telephone: 4-9722

The Netherlands	Air Attaché The Netherlands Embassy 12 Marlborough Avenue OTTAWA, Ontario Telephone: 5-7241
Norway	*Air Attaché Norwegian Legation 140 Wellington Street OTTAWA, Ontario Telephone: 5-4569
Portugal	*Air Attaché Legation of Portugal 766 Island Park Drive OTTAWA, Ontario Telephone: PA2-7635
Turkey	Air Attaché Embassy of Turkey 197 Wurtemburg Street OTTAWA, Ontario Telephone: 4-7115
United Kingdom	Senior Air Liaison Officer Office of the United Kingdom High Commissioner Earnscliffe OTTAWA, Ontario Telephone: 2-4275

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* *Resides in Washington, DC, USA.*

† *When appointed.*

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